

**FREE
GIFT**
FOR SUBSCRIBERS
DETAILS INSIDE

ALL THE INFORMATION YOU'LL EVER NEED
TO CREATE THE BEST AIRCRAFT MODELS

**5 NEW BUILDS
INSIDE**



www.doolittlemedia.com

May 2021

£4.95 / Issue 190

Model AIRPLANE INTERNATIONAL

1:48 KIT BUILD

**VIVACIOUS
VELTRO**

*Hasegawa 1:48
scale Macchi
C.205V Veltro*

1:48 KIT BUILD

**STILL
GOING
STRONG...**

ARMA Hobby 1:48 PZL P.11c

1:72 KIT BUILD

ZEE FOR ZOMBIE

Airfix 1:72 Lancaster B.Mk.II



PLUS: ALL THE LATEST KITS | ACCESSORIES | DECALS | BOOKS



LightCraft

New Year, New Focus.

With up to 13x magnification and powerful LED spotlight the new **LC1769USB** headband magnifier is engineered for precision.



Features:

- 5 lenses with bi-plate magnification and fixed front lens
- 15 levels of magnification between 1.0x and 13.0x
- Focal lengths from 35 – 350mm (1.5- 14")
- Comfortable cushioned headband with lightweight visor
- Adjustable & removable LED spotlight with two brightness levels
- Built-in rechargeable battery

To find out more visit www.shesto.co.uk

For details of your nearest stockist, call or e-mail today:
+44 (0) 20 8451 6188 sales@shesto.co.uk www.shesto.co.uk

Trade Enquiries Welcome: www.shestotrade.com

 **shesto**
Trusted for quality, since 1907

CONTENTS

VOLUME 16. ISSUE 190. MAY 2021

REGULARS

P.04 - NEWSLINE
P.06 - COMMENT
P.63 - CONTACT DETAILS
P.65 - NEXT ISSUE
P.66 - FINAL THOUGHTS...

REVIEWS

P.08 - IN PRINT
What books will inspire you this month?

P.10 - TRANSFER LIST
Choices, choices - which decals will you chose to build something different?

FEATURES

P.12 - ZOUKEI-MURA INTERVIEW

P.14 - NAVY MIG KILLER

Aurelio Reale builds Zoukei-Mura's 1:48 scale F-4J Phantom II

P.26 - PREVIEW

Dora Wings 1:48 scale Skyshark

P.28 - ZEE FOR ZOMBIE

Spencer Pollard tackles the Airfix 1:72 Lancaster B.Mk.II

P.42 - REFERENCE

Last Flight of Salamander 2

P.46 - GULL WING DEFENDER

ARMA Hobby 1:48 PZL P.11c by Brett Green

P.60 - VIVACIOUS VELTRO

Hasegawa 1:48 scale Macchi C.205 by Jason Brewer

HOW TO CONTACT US:

Tel: 01525 222573
Email: enquiries@doolittlemedia.com

Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, England

VOL.16 ISS.190 MAY 2021

Editorial:

Editor: Brett Green
Publisher: Alan Harman
Administration: Gordon Angus
Advertising Manager: Alan Harman
alan@doolittlemedia.com

Art:

Editorial Design: Peter Hutchinson & Alex Hall
Advertising Design: Peter Hutchinson

Advertisement and circulation:

Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX.
Tel: 01525 222573
E-mail: richard@doolittlemedia.com

Distribution:

Seymour Distribution, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: 020 7429 4000

Newstrade:

Select Publisher Services, 3 East Avenue, Bournemouth, BH3 7BW.
Tel: 01202 586848 **E-mail:** tim@selectps.com

Subscriptions:

Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX. **Tel:** 01525 222573
Rates: UK £47, Eire and Europe £59, Worldwide Air £72.
Website: www.doolittlemedia.com

Subscribe Today
SEE PAGE 40
Subscribe Today



Model Airplane International is published monthly by Doolittle Media, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX. Entire Contents © 2021 Doolittle Media. Reproduction in part or whole of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the content of Model Airplane International is accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Model Airplane International only upon Doolittle Media's standard terms of acceptance of advertising, copies of which are available from the advertising sales department of MAI.

NEWSLINE

This month's round-up of all that's new in the world of aircraft modelling...



AIRBRUSH COMPANY

The new Medea USB Rechargeable Electric Eraser is now available from Airbrushes.com

MEDEA USB RECHARGABLE ELECTRIC ERASER

This lightweight and ergonomic Electric Eraser is the ideal tool to create sharp highlights and effortless blends in graphite, charcoal, mixed media and more. Medea Electric Eraser Refills also available.

Find out more at Airbrushes.com:
<https://airbrushes.com/>

SRP: £18.95 ex.VAT / £15.79 Inc.VAT



ZVEZDA

www.hobbyco.net

PETLYAVOK PE-8 ON "STALIN'S PLANE"

Zvezda is re-releasing their big 1:72 scale Pe-8 ON in the markings of Stalin's personal transport. This plane was a Soviet Pe-8 bomber converted to a passenger aircraft suited for transatlantic flights. Kit consists of 335 parts and decals for one Soviet plane. There are also nine figures included representing Stalin and his team, pilot and gunner.



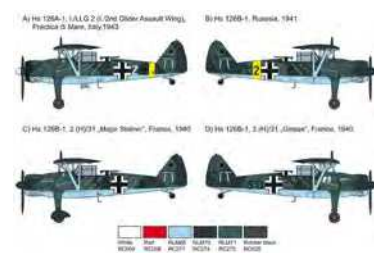
BRENGUN

www.hauler.cz

NEW BRENGUN 1:72 HENSCHEL HS 126

Bregun has released two brand new 1:72 scale Henschel Hs 126 kits plus a photo-etched and resin update set. These are already available for purchase on Bregun's e-shop.

Thanks to Bregun for the information and images www.hauler.cz





SWS
1/48
NO.12

F-4EJ Kai

New Release!!

Coming June 12, 2021

Pre-Order from May 1st!



1/48 F-4EJ Kai Phantom II

- Plastic injection-molded kit (gray and clear runners)
- 490 Parts 2 decal sheets
- Length: 401mm Height: 106mm Width: 245mm

RETAIL PRICE
IN JAPAN **7,500 JPY** (+FEE)

The JASDF 302nd Tactical Fighter Squadron's insignia is a white-tailed eagle to signify the Chitose Air Base. The eagle's feathers, tail, and legs cleverly show "3-0-2". The shape and performance of this aircraft are the same as the retirement-marking "Phantom Forever 2020" F-4EJ Kai, but note that this aircraft includes ECM pods underneath the fuselage for demonstrations, training, and military duties.



ホビーは心の支え
Your hobby is always here for you.

SWS 10th Anniversary Celebration

Starting from June 2021!!

HOW TO
ORDER SWS

ZOUKEI-MURA WEBSITE www.zoukeimura.co.jp/en/



There are 108 official SWS Friend Shops (Retailers) and Affiliated Stores worldwide, contact the one nearest you!

The
Old
Man
Blog

<https://www.zoukeimura.co.jp/en/sentiment/oyajiblog.html>

[zoukei-mura oyaji](#)

For research and development progress, as well as the latest information about SWS development team, check out our official blog!

*The retail price outside of Japan is fixed by each our Friend Shop. *For more information, please contact your local Friend Shop.
*Friend Shop list is on Zoukei-Mura web.
*SWS products are sold & distributed by ZOUKEI-MURA INC.

造形村
ZOUKEI-MURA INC.

COMMENT



THE LISTENING S

Jonathan Mock looks at a year of lockdown and what keeps us entertained

When the UK went into a three month lockdown on March 23rd 2020 I think most people believed the Covid 19 pandemic would have been past history a year on. And yet, 12 months later, the pandemic continues to rage on with most of Europe now facing a third wave and nations carrying out mass vaccinations in the hope of stemming and reversing the tide of infection.

As much as it may seem glib to start shoehorning talk about model making in connection with the pandemic, this is a model magazine and so that's what we're hear to talk about. Certainly large swathes of the model industry have reported huge spikes in sales and it's often been a struggle to keep up with demand, not only because supply lines have been disrupted but also lockdown has meant finding new methods of working and managing staff for manufacturers, distributors and retailers.

There have been occasional posts on social media of modellers bemoaning kit releases being late or delayed that literally have you banging your head against a wall - it's a display of self-unawareness that makes you wonder if a few people don't realise there's a global pandemic going on at all.

Certainly the last year has been a productive period in the workshop, again I don't wish to downplay the seriousness of the situation, but like many people the workbench has become that safe space, somewhere where we do have a modicum of control and order, an area where we can lose ourselves for a few hours to the tasks in hand. Frankly, it's been therapeutic.

My workshop time tends to be coordinated with something to listen to on the radio. It's a long running joke that I refer to "sacred Saturdays" because of decades spent listening to afternoon football commentaries on BBC Radio.

My modelling weekend starts with the stirring jazz fusion strains of 'Number One' by The Delle Haensch Band which kicks off (literally) the day's action on 5 Live Sport and I try and time a fresh cup of tea by the time we get to five o'clock and Sports Report with the iconic 'Out of the Blue' by Hubert Bath (originally written for the RAF in the 1930s).

In fact, 'Number One' as the intro music to BBC Radio 5 Live Sport goes back to the days of Radio 2's 'Sport on 2' with its Soccer Specials, an era when you really didn't know if a game was going to be broadcast live and so tuning in to find the mellifluous tones of the late great Peter Jones or Bryan Butler felt like a special treat. Of course these days you're pretty much guaranteed a live commentary almost every night on BBC Radio 5 Live, which took over sports duties from BBC Radio 2 in 1990.

But either way, listening to the footie and modelling have been a staple of my life since... well since I can remember, going back to the days of clearing the living room table of modelling projects shortly after the football scores had been read out (and the Pools coupon checked) in order to lay the tea.

Gravitating to my own workbench in my early teens meant I now only had to swap rooms and could leave my work in situ as I devoured fish paste sandwiches. For my 13th birthday my father bought me an LP of Tony Hancock, the late-great comic actor. I immediately gravitated to it and played it back-to-back as I worked my way through some

birthday presents that year - ESCI's 1/72 Tunisia diorama set and a Hasegawa 1/72 Leopold Railway gun bought by mother. 40 years on and I've nearly finished that kit...

For the next few years my staple station was BBC Radio 4, eagerly tuning in for 'PM'. 'Any Questions?' And

'The World Tonight' to soak up the day's news. Entertainment wise there was a raft of comedy shows, dramas and 'A Book at Bedtime'. I'd aim to be in the workshop to catch these shows, it was a symbiotic relationship, a perfect blend of a hobby for the hands, mind and eyes, and the radio for the ears.

My sporting listening tastes have broadened over the years and if there's rugby, athletics or even golf on the radio, it's an excuse for some workbench time. Generally I don't listen to music in the workshop save for when the BBC Proms season starts and I try to keep up with the concerts by tuning in live each night - no surprise then that it tends to be a very prolific modelling period between July and September! It's also broadened my appreciation of classical music considerably to the point that I now only listen to BBC Radio 3 in the car.

More recently I've started enjoying podcasts in the workshop when there's nothing on the radio, but these can have mixed results - documentaries like Death in Ice Valley and 13 Minutes to the Moon (again from the BBC) tend to be totally engrossing, whereas the (not safe for work) Smershpod, Who Trial and The Killening can be so funny that there's risk of injury from holding sharp implements. And of course there's We Have Ways of Making You Talk, the military history podcast hosted by Al (Pub Landlord) Murray and James Holland which does occasionally feature modelling related chat!

Only on very few occasions can I work on projects and have the TV on - or rather the iPad propped up on the workbench, usually playing something that needs only a quick glance to correlate sound and images rather than requiring total attention. To that end I've been told that people do similar with the Interesting Modelling Co. live webcast I do with Spencer Pollard, using it as a background commentary to their workbench time - I'm still trying to work out if that's a good thing or not...

These days the crackly old Medium Wave (or AM) radio has given way to crystal clear digital sound streamed from my iPhone to Bluetooth stereo speakers on the workbench.

**BBC
RADIO**



SERVICE

entertained at the workbench

Don't get me wrong, it's great but part of me still misses that crackly, variable MW signal almost as much as the days when football commentaries from abroad were patched in on distorted telephone lines.

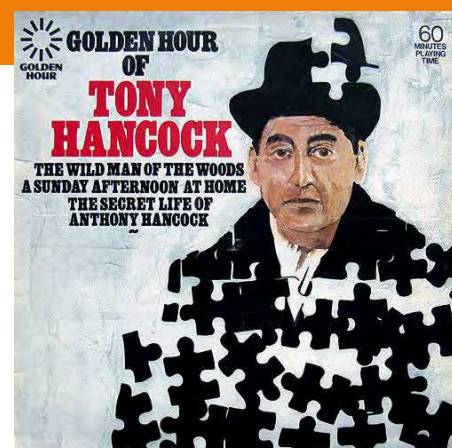
Of course it's easy to wallow in nostalgia - and in the current pandemic the past seems a very enticing place - but there's no doubt that being able to access radio shows on demand (all the Tony Hancock stuff is on the BBC Sounds website and app), pause and continue live broadcasts without missing anything, or even playing catch-up on a commentary or

match you missed, is terrific. It's almost Star Trek levels of tech, truly 21st century stuff. We've gone from very little choice to almost too much now.

And yet, rather pleasingly I discovered my new (well, second hand) car only had an AM/FM radio which meant a long Christmas drive back in December was to the soundtrack of proper old school MW football commentaries where the signal would shift and distort...

Which reminds me, there's a match on the radio tonight and a kit that needs building.

Some things never change... ■



Spitfire Mk.I early

ProfiPACK
edition



1/48

eduard

Cat. No. 82152 @ www.eduard.com



Jet Fighters of the US Navy and Marine Corps-Part 2: Mach 1 and Beyond

- By Bert Kinzey
- Artwork by Rock Roszak
- Published by Detail and Scale
- Guide Price USD\$14.99
- ISBN: 9798688948257
- 113pp softback, 210 x 297mm
- <https://www.amazon.com/dp/B08KSK6T4X>

Following up Part 1 of the Jet Fighter series, this volume focuses on the fighters that go faster than the speed of sound. There have been 13 fighters that meet that criterion. Starting with the F8U Crusader to the F-35, including prototypes like the F-111B. Besides these fleet fighters, the adversary aircraft such as the F-16N and F-5E are also covered. This period of fighters included the war fighters of the Cold War.

The book is a paperback book containing 113 pages of with the history, operational use and development of each aircraft. Almost all the photos are in full color, along with some aircraft profiles by Rock Roszak. There are 208 photos with 188 in full color and 10 full color profiles by Rock Roszak.

Detail & Scale are known for their extensive coverage of aircraft and this book is a great overview of these fighters. Not just the fighters are covered. Advancements in aircraft carriers is discussed because as the fighters grew bigger and flew faster they needed bigger ships with different landing systems and powerplants. The carrier development shows from the Essex class of the late 1950s to the modern day Ford nuclear carriers and the new Marine assault ships.

Then the book gets into the fighters, starting with the F8U Crusader, the last gunfighter. The development of this great fighter plane is chronicled. The photo recon birds are shown as well. Historically significant for the role they played in the Cuban Missile Crisis.

The F11F-1F Super Tiger is shown.

Although not used in the fleet it is a beautiful airplane. As was the Douglas F5D Skylancer, the successor to the F4D Skyraider. This colorful aircraft was used by NASA in some gaudy colors for visibility.

Then the next fleet fighter is the iconic, F-4 Phantom. Used by the Navy and Marines this aircraft came to optimize the Vietnam War. Deploying in that theater in some quite colorful paint schemes. The prototype, through the B, J, N and S are covered. With 40 kills by Navy/Marine F-4s it would become the best air to air fighter the fleet used in Vietnam until the 1980s when the remainder were converted to QF-4 drones.

The XF8U-3 Super Crusader is up next. This fighter was better than the F-4 in the flyoff, however, it was decided that two engines and two pilots were better than one. So this aircraft was relegated to obscurity.

Touted by Robert McNamara as the be all, end all fighter for the Navy and the Air Force, the F-111B was tested. Its variable sweep wings would be an indicator of what was to come next but its heavy weight precluded it from carrier operations.

Tomcat. The word conjures up movie star roles such as 'Top Gun' and 'The Final Countdown'. The Turkey, as it was affectionately known, is an icon in naval aviation history. Flying at the very end of the Vietnam War, at least at the very end with the withdrawal from Saigon, the F-14 had a wide array of armament from which to fly and fight with, including the AIM-54 Phoenix missile system. The Tomcat shot down Libyan fighters in 1981, the first air to air kills since the Vietnam war. They did it again in 1986, again shooting down two Libyan fighters. The Tomcat evolved over time into a Bombarcat and photo recon aircraft by adding TARPS pods. The F-14 continued to dominate in the skies of the Mideast, especially in the service of the Iranian Air Force. Eventually replaced by the F/A-18

Hornet, which was actually a smaller and less capable aircraft, the F-14 had held the front line for over 30 years.

The F-5 Freedom Fighter was used by the Navy as an aggressor in its Top Gun program. The paint schemes on these fighters are quite eye catching. They are painted up to mimic potential foreign adversaries. Of course, those that watched 'Top Gun' will recognize the MiG-28 version of this aircraft.

Another adversary aircraft is the F-21A Kfir out of Israel. This aircraft is which was designed in Israel is the only adversary aircraft that wasn't designed and produced by a US company. It also featured some really nice paint scheme.

The replacement adversary aircraft for the F-21 was the F-16 Fighting Falcon. Used by both Marines and Navy, the F-16N, A and B was used to be the simulator for the MiG-23. The Navy procured 22 single seat F-16N and four TF-16Ns. This aircraft, especially without some of the usual equipment, is the fastest F-16 at the time. F-16As and Bs were used once the embargo of Pakistan took place in 2002. These adversaries are quite colorful and change over their lifetime.

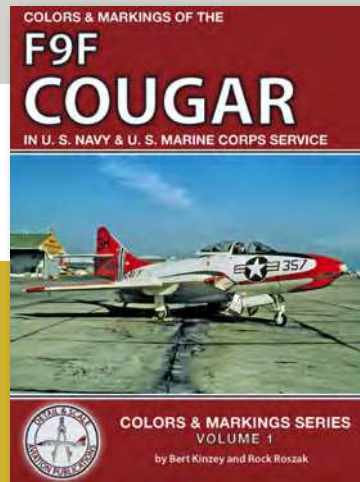
The F/A-18 Hornet, or legacy Hornets, replaced the F-14. After losing the fighter contract with the Air Force to the F-16, the F-17 was redesigned as the F/A-18 and proposed to the Navy. The Hornet actually replaced the F-4, A-7 and eventually the F-14. The combat history is included and the operational testing. Besides the role of the fleet fighter, performing both fighter and attack missions, the Hornet also did the photo recon and the aggressor role. It literally became the jack of all trades. This aircraft was used by the Navy's Blue Angels for the most part.

Following on the heels of the Hornet came the Super Hornet. Part of that came about because by redesignating it the Navy could just call it an upgrade and use upgrade



SAMPLES FOR REVIEW

Please send all items for review to the following address:
Model Airplane International, Doolittle Mill, Doolittle Lane,
Totternhoe, Bedfordshire, LU6 1QX, United Kingdom.
Companies in the European Union should also add our
VAT number, which is GB 789 7020 84



F9F Cougar in US Navy & Marine Corps Service

money. The Super Hornet had very little in common with Legacy Hornets, save the name. It was over 25% bigger and as such none of the systems were interchangeable. The Super Hornet actually brings a solid airframe to do all the missions on a carrier, fighter, bomber, photo recon, refueler, and electronic counter-measures aircraft. This meant that the logistic umbilical was significantly smaller with common parts for the airframe. The Super Hornet has just become THE Navy aircraft.

The newest Navy and Marine Corps fighter is the stealth F-35. This aircraft may be the last of the manned fighters of the Navy. There are three versions and they are all discussed along with plenty of photos of them.

Seeing all these aircraft in overview in full color photos and with profile drawings is inspirational to say the least. Reading about the various deployments, engagements and history is a great way to get backstory for your models. Now if you are looking for the in depth, nuts and bolts photos this book isn't that kind. It is a great book for the overview and history of each aircraft. Does that mean it doesn't have some in depth photos? No, of course not. There are cockpit photos and photos of most of the engines used on the covered aircraft. If decal manufacturers just looked through this book they would have some great selling sheets. While this review is based off of the printed version from Amazon there is also a digital version that will allow you to enlarge the photos and get even more use out of it. This is another great reference book by Detail & Scale.

Highly Recommended.
Floyd S. Werner Jr.

Thanks to Detail & Scale for the review copy. You can obtain yours on Amazon at <https://www.amazon.com/dp/B08KSK6T4X> or Detail & Scale direct <https://www.detailandscale.com>

- Colors & Markings Series Vol. 1
- By Bert Kinzey
- Artwork by Rock Roszak
- Published by Detail and Scale
- Guide Price USD\$23.99
- ISBN: 979-8-5751818-0-4
- 121pp softback, 210 x 297mm

Detail and Scale closed out 2020 with a new book; F9F Cougar in US Navy & Marine Corps Service; Colors & Markings Series Vol. 1. This is not a duplication of the previous F9F Cougar Detail & Scale Series Volume 2 Revised Edition released during the summer of 2020, the new Cougar book compliments the previous F9F Cougar in Detail & Scale Series, and also Jet Fighters of the US Navy and Marine Corps Part 1: The First Ten Years, which includes a chapter on the Cougar. The three books provide an excellent reference in text and photos of the Cougar's history. Unlike the Detail & Scale series, this book does not include kit reviews, that being previously covered.

Because the book's main theme is Color & Markings, there is little design and development coverage, this being presented in full detail in the previous F9F Cougar in Detail & Scale book. Following the book's theme, the new F9F Cougar book begins with a review of the 4 primary paint schemes applied to the Cougar during its service career. First the overall Gloss Sea Blue scheme that lasted from 1952 to 1961. Next came the familiar Light Gull Gray over White scheme that lasted until the end of the Cougar's service life. When the Cougar reached the end of its service life they were converted to drones to be shot down, giving

fighter pilots the opportunity to shoot down a real aircraft, although they were operated remotely by drone controllers. This leads to the overall Gloss Insignia Red scheme, later replace by highly visible Fluorescent Red-Orange, and finally International Orange applied to the Cougar drones. To easily identify the Cougar drone controller from the drone, Engine Gray was applied to the fuselage, the wings and vertical tail surfaces were painted Orange-Yellow, with Insignia Red for rudder and wings bands. Last there is the standard Training scheme with a gloss white fuselage and either International Orange or Fluorescent Orange applied to the two seat TF-9J Cougars.

For me, and I think many modelers will agree, the photography is excellent. The color images in particular are of high quality with a wide variety of different color schemes well presented. The black and white images are likewise of equal high quality. And noteworthy are the color profiles by Rock Roszak with accompanying squadron history. The book closes with a chapter on the Blue Angles and a brief history and brilliant photos of their F9F-8 and TF-8T Cougars.

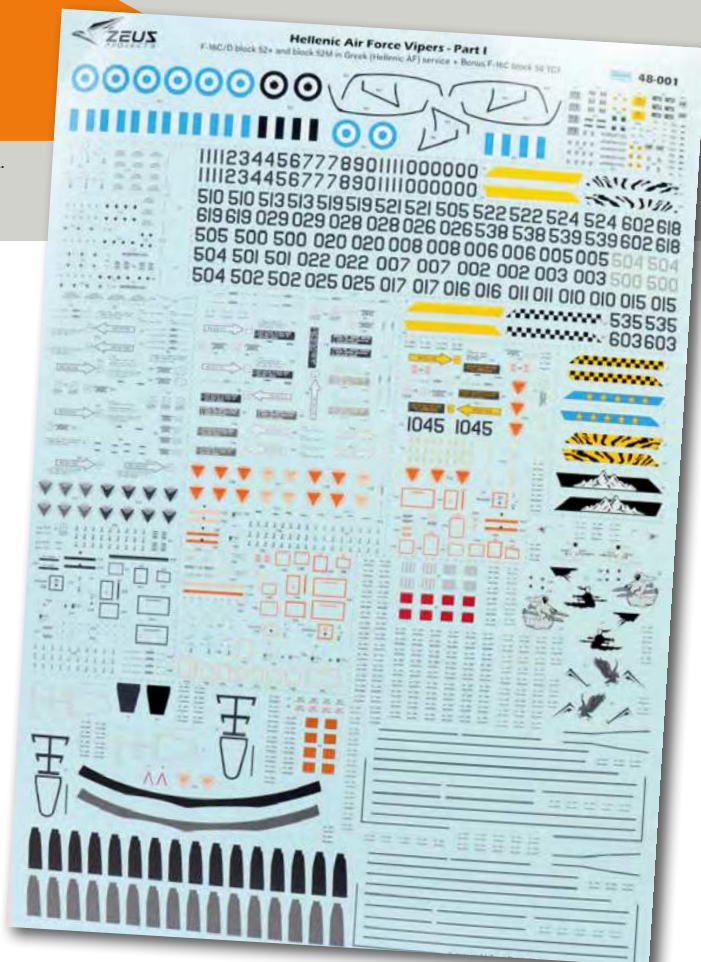
For me this was a particular interesting book as I have always had a keen interest in jets of this period, it must be an age thing. This book is recommended as an enjoyable read and combined with superb Cougar photos that will allow model builders a wide selection of color schemes to select from when building their Cougar model. Highly Recommended.
Donald Linn

Thanks to Detail & Scale for the review copy <https://www.detailandscale.com>



TRANSFER LIST

Written by Alan Firbank.



ZEUS DECALS

<https://the48ers.com>

HELLENIC AIR FORCE VIPERS PART ONE DECAL PREVIEW 1:48 SCALE ITEM NO. 48-001

The 48ers has sent us Preview information on a new line of decals, Zeus, whose debut release covers up to up to 4 F-16C/D Block 52+ and 16C/D Block 52 Advanced in Hellenic (Greek) Air Force (HAF) service. These are available right now.

F-16C/D Hellenic Air Force Vipers - Part I decal set includes markings and full stencils in 1/48 for up to 4 F-16C/D Block 52+ and 16C/D Block 52 Advanced in service with Hellenic (Greek) Air Force (HAF).

This decal sheet, printed by Cartograf Italy, A4 size (approx.. 210mm x 297mm or 8-1/4 x 11-3/4 in.) decal sheet allows the modeller to build a model depicting one of the following HAF squadrons: 337 "Ghost" Sq., 340 "Fox" Sq., 343 "Star" Sq. (operating F-16C/D Block 52+) as well as the 335 "Tiger" Sq. and 336 "Olympus" Sq. (operating F-16C/D Block 52 Advanced Vipers).

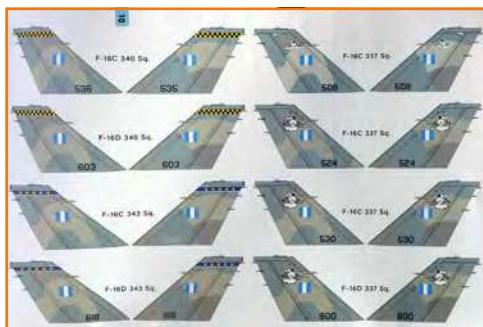
Also, full stencils and markings are provided to model the "1045" frame, a previously F-16C block 50 Viper upgraded to the Advanced specifications and the only one with a GE engine!

Key items include:

- Standard as well as "worn" markings
- Canopy frame stencils (x2)
- Full cockpit and wheel bay stencils
- Squadron tail badges
- Exhaust nozzle & ring stencils (2 versions)

The set is designed to be used with the Tamiya kits but it could be used for any other kit with minor modifications.

Thanks to Zeus Projects for the information and images. Available now online from The 48ers <https://the48ers.com/f-16c-d-hellenic-air-force-vipers-part-i-20419.html>



Available in the 'HOW TO BUILD...' series

How to Build... TAMIYA'S 1:48 SUPERMARINE SPITFIRE MK.I

**SHIPPING
NOW**

When Tamiya released their 1:32 scale Spitfire Mk.IXc in 2009, they set a new standard for plastic model kits. As one of the most popular subjects in the history of scale modelling, we should not be surprised to find that Tamiya has now released an all-new Spitfire kit in 1:48 scale.

Tamiya's brand new 1:48 scale Spitfire Mk.I delivers innovative design, outstanding detail, an accurate outline and crisp, subtle surface textures. This model has nothing at all in common with their 1993 kit.

Between these covers, we provide an exhaustive step-by-step illustrated guide to building Tamiya's 1:48 scale Spitfire Mk.I straight from the box plus tips on painting and weathering. Plenty of inspiration is offered with two different configurations plus a conversion to the Photo Reconnaissance version with models by Brett Green and Marcus Nicholls.

Also included are a walkaround of a surviving Spitfire Mk.I, a summary of other Spitfire Mk.I model kits available in 1:48 scale, a list of available accessories and decals plus a catalogue of helpful references.



ALSO AVAILABLE Visit doolittlemedia.com for details



PLACE YOUR ORDER NOW ONLINE AT www.doolittlemedia.com or 01525 222573

Tamiya Supermarine Spitfire Mk.I

HOW TO BUILD... SPITFIRE MK.1

Name.....

Address.....

Post/zip code.....

Country.....

Telephone Number.....

Please debit my credit/debit card for £.....

Visa ☐ Mastercard ☐ Maestro ☐ other.....

Card No.....

Expiry date..... Start date.....

Security Number (last 3 digits on signature strip).....

Issue No (if applicable).....

Please mail this form to;

Doolittle Media, Doolittle Mill, Doolittle Lane, Totterhoe, Bedfordshire, LU6 1QX, United Kingdom

Tel: +44(0)1525 222573 Online: www.doolittlemedia.com

(Photocopies of this form are acceptable)

P&P: UK: £2.00
Europe: £4.00
World-Wide airmail: £6.00
Cheques payable to: Doolittle Media Ltd.

Please be aware that all credit/debit cards are processed through PayPal and this may appear on your bank statement

Signature.....

Date.....

www.doolittlemedia.com www.doolittlemedia.com www.doolittlemedia.com



Zoukei-Mura INTERVIEW

Part One - Directions

President of Zoukei-Mura, Mr Hideyuki Shigeta, answers MAI's questions about the journey to date and the direction of Zoukei-Mura.

Q: Over the last 10 years, how has your vision of Zoukei Mura changed?

A: Our dream has always been to make airplane model kits, the likes of which have never been seen before, using the magical material called plastic. That vision has not changed.

Q: What does success look like from your perspective?

A: Our greatest success is delivering scale model kits that are truly worthy of the passionate scale model airplane fans worldwide. It is the pure joy felt when building and painting the models, and the ultimate satisfaction when the model is complete.

Q: What new products are you most excited about in the coming months, or during 2021 or early 2022?

A: For the 1/32 scale, I am excited for the release of our Fw 190 series and Bf 109 series. As for the 1/48 scale, I look forward to the completion of our F-4 Phantom II series. In particular, the 1/32 Fw 190 and Bf 109 are looking to be fantastic model kits, unlike anything that has been done before.

Q: Tell us three thrills and three challenges that have been memorable for you over these 10 years?

A: The first thrill was being able to participate in IPMS Scale ModelWorld in Telford and the IPMS USA Nationals, hearing joyful feedback firsthand from many SWS fans, as well as hearing everyone's high expectations for our upcoming releases. I even got hugs from fans at those shows! We may be just two old dudes hugging, but as a shy Japanese man, those hugs are unforgettable, and I treasure the experience. The second thrill was being able to fulfil those high expectations. The third thrill is continuing to receive message of gratitude



and praise via my "SWS Old Man's Blog" from modelers all over the world.

The first memorable challenge to overcome was explaining the highlights of SWS kits at IPMS shows even though I cannot speak English. I somehow managed communicate using gestures and expressions, but it was not easy. Second is reading through the questionnaire responses from those who entered the SWS Raffle at IPMS shows and taking everyone's comments and suggestions into account for our product development. Lastly, I continue to challenge myself to write the replies in response to messages to my "SWS Old Man's Blog," to the best extent of my abilities.

Q: What is the question that people have not asked? ... and what would you like to share in answer to that?

A: It may not a question that no one has asked, but there a certain request that I always must decline: "Come on over to stay at my place!". I have had the honor to be invited over by visitors at past international IPMS shows. Unfortunately, our business trips are always scheduled to be as short as possible, so I have never had the chance to take someone up on this generous offer.

Q: What differences do you see in customer requirements when comparing the USA, Japan and Europe?

A: I am always moved to see how strikingly similar the interests, passion, demands, and pet peeves of scale aircraft modelers are worldwide. However, I have noticed that when I visit the U.K., the modelers tend to be somewhat more

reserved and very deep in their analysis and praise of each kit. When I go to the U.S., the modelers have a different way of expressing support, patting me on the back as they say kind words about our products. As for Japanese modelers, they tend to mostly express worry that Zoukei-Mura will go out of business, because they see that we are always exceeding the economic limits of our company. ■

NEXT TIME

Next time Shigeta-san discusses the impact on the business due to the pandemic and future directions.



NAVY MIG K

Aurelio Reale finds that "straight from the box" is plenty for the new Zoukei-Mura 1:48 scale F-4J Phantom II.



The date was 10 May 1972. In Vietnam, the first "Linebacker" aerial bombardment campaign had just started, and that was a bad day for the Vietnamese People's Air Force with nearly a dozen aircraft being shot down in aerial engagements.

LT. Randy "Duke" Cunningham and his RIO, LT(JG) Willie Driscoll, were participating in an

alpha strike against the Haiphong Railyards in Vietnam. Three of the day's aerial victories were scored by "Duke" flying in "ShowTime 100", the F-4J that is the subject of this posting.

Exactly who "Duke" shot down on his final kill of the day, the one that made him an ace, has been the subject of conjecture. Early on, sources claimed the pilot was the top Vietnamese ace known as Col. Tomb in the

media. Becoming an ace by shooting down the opposition's leading ace certainly makes this aerial duel one that books are written about. Later research, however, has shed more light on the subject.

An article by Cookie Sewell outlines that Col. Tomb was not the victim in Cunningham's historic dogfight. Instead, it was most likely an un-named pilot -- flight leader, squadron

SKILL LEVEL:
Intermediate

SPECIFICATION:

FEATURE ARTICLE: Zoukei-Mura 1:48 F-4J Phantom II.
Kit No. SWS48-04

KILLER



commander, or possibly the regimental commander -- of the 923rd Regiment.

Whoever the Vietnamese pilot was, the dog-fight was historic, and the victory made "Duke" Cunningham the first US ace of the Vietnam conflict. An unfortunate ending to the story is that "Duke" himself was shot down by a surface to air missile on his return back to the carrier after becoming an ace. Hence, "ShowTime

100", BuNo 155800, was lost within minutes of achieving her niche in the history books.

In the Box

The kit comprises approximately 338 light grey injection moulded plastic parts, 14 clear parts, a decals sheet printed by Cartograf, instruction booklet and a printed A3 decal placement guide.

The kit boasts amazing detail yet is

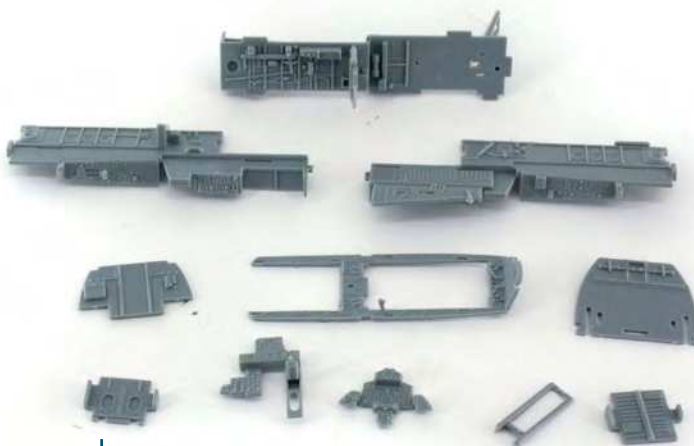
designed for relatively simple construction.

It's just a shame that Zoukei-Mura hasn't decided to include some other weapons such as cluster bombs or rocket launchers.

Decals are provided for one subject: F-4J, 155800, VF-96, NG/100, USS Constellation, 1972, CAG (Showtime 100). The kit is designed for easy building and is modular, so allow for other variants to be released in our future. ►



The kit seats do not have harness straps so they were replaced with a resin after-market pair.



The cockpit is made up from around 15 beautifully detailed parts.

Construction

As usual on my builds, work starts in the cockpit.

This section, which also includes the compartment front carriage, is composed of about 15 pieces that depict all details in a precise manner. Already here we see how the Japanese company wanted to raise the bar on the quality of his kit.

After the first sub-assembly phase, I sprayed a black primer as base for painting the tub. I painted it according to the colour references on the instruction sheet.

As the cockpit and nose gear compartment was a single piece, the painting and aging steps were performed simultaneously. I used the black base to give the first effects of aging by irregularly spraying the colour on the surfaces. I also used the base colour slightly lightened to create lighting effects in areas of greatest use.

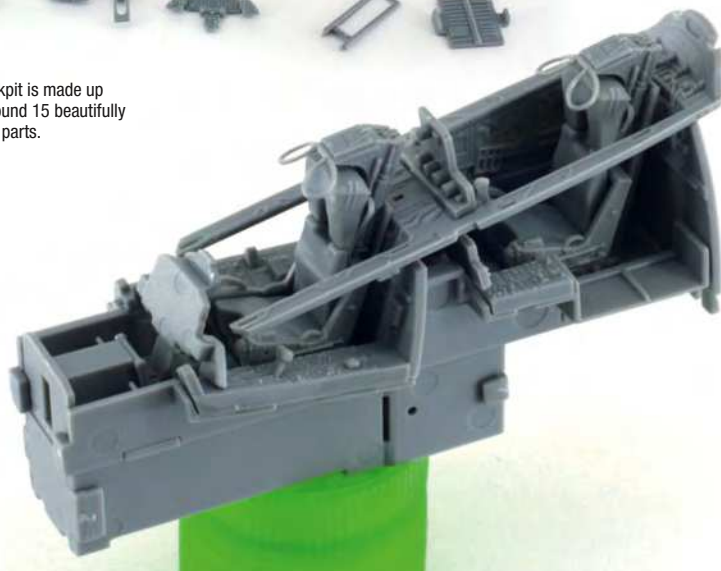
At this stage I found the Lifecolor Liquid Pigments very useful as I used as acrylic filters to create more chromatic variations. Thanks to these, I represented an accumulation of dirt and grime in the undercarriage bay.

To complete the weathering phase I used a damp colour sponge to recreate small scratches on the edges of the consoles and on the trays of the carriage compartment. The last task was painting the switches and buttons by following the photos taken from various Phantom publications. To recreate the turned-off screens, I applied a bright red base unevenly and then applied the candy red to give the effect of the glass screen. Before completing the installation and closing the fuselage I proceeded to paint the exhaust pipe using the Interior Green Gunze and weathered with the products of Ak Interactive.

The engine area seen through the air vents on the Phantom belly was painted with the Kcolors Chrome 63 and then aged with AK's aging engine set.

The air intakes were also painted in white and weathered slightly, as well as the area that would then be covered when mounted. After a black primer I proceeded to paint the area with Kcolors' Light Gull Grey (FS36440). ▶

Cockpit parts test-fitted.



Detail is also moulded to the interior of the nose sidewalls.

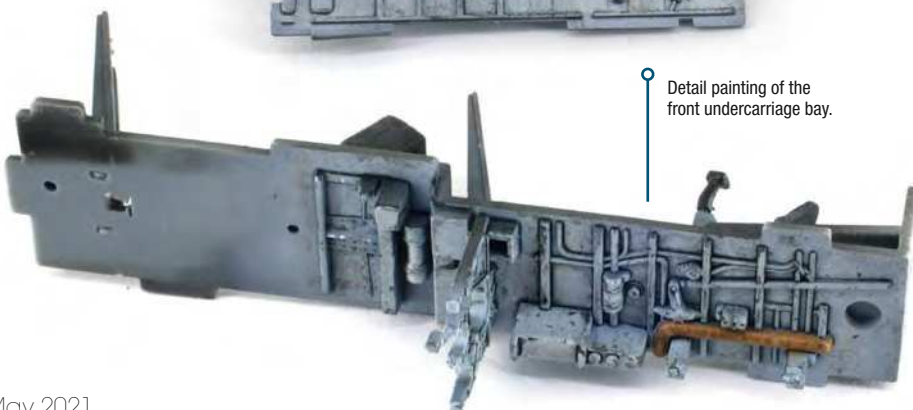


Black primer was used as base for the later painting of the cockpit.

Lifecolor Liquid Pigments were very useful as I used as acrylic filters.



Detail painting of the front undercarriage bay.





Smaller parts were painted prior to assembly too.



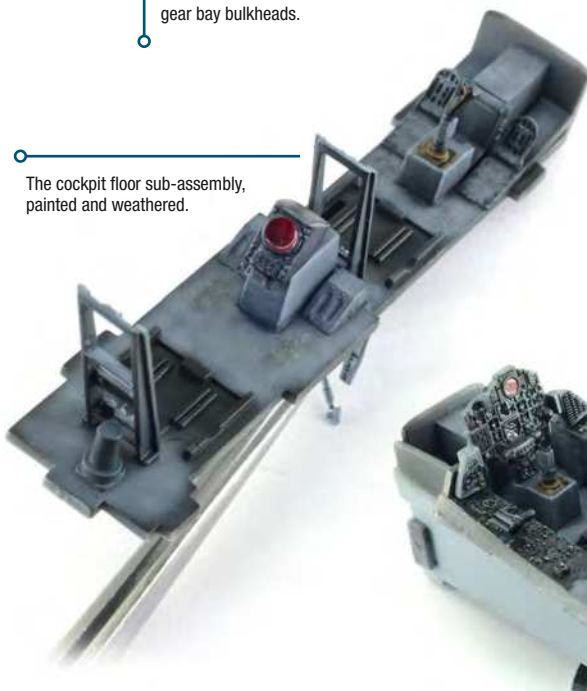
Front and rear nose gear bay bulkheads.



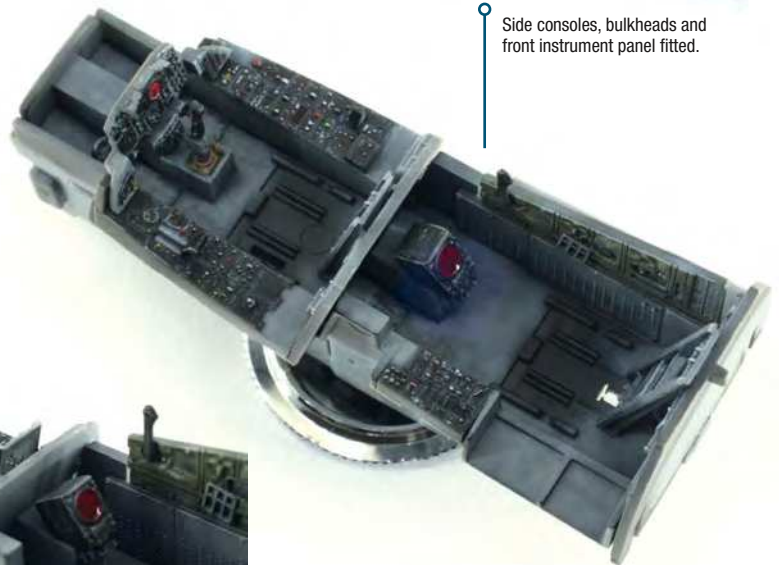
Instrument panels after painting.



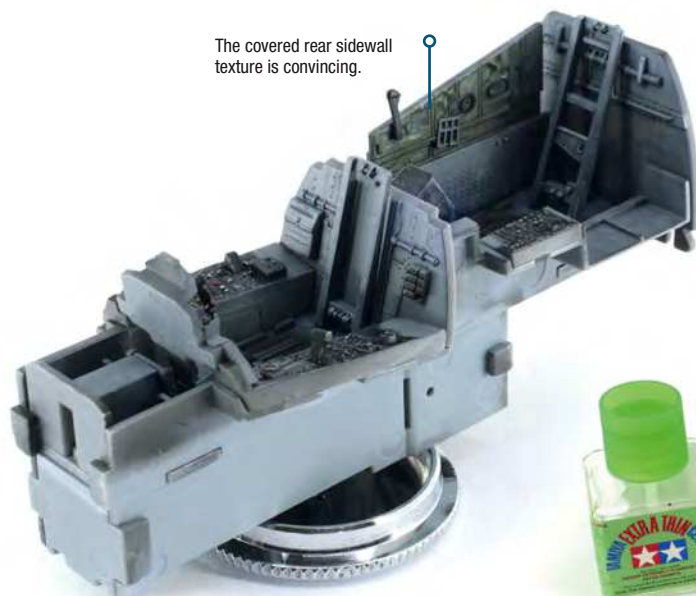
Side consoles, bulkheads and front instrument panel fitted.



The cockpit floor sub-assembly, painted and weathered.



Cockpit detail is so good straight from the box that photo-etched parts are really not required.



The covered rear sidewall texture is convincing.



Marbled fuselage interior.



The fuselage halves were sealed using Tamiya Extra Thin Liquid Cement.



KIT BUILD



Plenty of wash choices!



The switched-off panels were painted with a base coat of Candy Red followed by Gloss Varnish.



The inside of the burner cans were painted with Gunze acrylic Interior Green as a base for further weathering.

The engine and burner areas were painted in layers. Kolors Chrome 63 Dark was used for the flame holders.

AK's Grey and Blue Camouflage Paneliner was used to weather the exterior of the engine.



The same Paneliner was flicked randomly on the body of the engine.



Various thicknesses of lead wire were used to add plumbing between the front and rear cockpits.



Time for final filling.

Before gluing the transparent parts, I detailed the back of the RIO's instrument panel, using PlusModels lead wire. Parts requiring putty use are kept to a minimum thanks to the precision of the plastic parts and a careful study during assembly and dry testing. In this case I used the KFiller putty as a base and then Mr.Surface 500 for the small touches. Following the info regarding my subject aircraft, I noticed that it did not carry the under-wing tanks in the outer wings position. Unfortunately, the kit did not allow the pylons to be mounted without the tanks, so I proceeded to remove the tank from the pylon with RB Production's serrated blade, which was then detailed to be unloaded.

Painting

After checking to see if everything was fine, I sprayed the entire model with Gunze primer 1500 Black diluted with Levelling Thinner.

For the first colour I laid down Kcolors White FS 17875 then proceeded with the first phase of irregular marbling of the large surfaces. This was followed by random applications of yellow sand and brown in the dirtiest areas. Finally, I sprayed diluted white until the result was realistic and the colour was not uniform.

The same colours and methods were used for all moving surfaces and the smaller pieces such as doors, jacks and undercarriage legs. Following the above method I coloured the top of the model using Kcolors Light Gull Grey for the initial marbling part and then used the Gunze fee to perform the finishing layers.

There are delimited areas on the aircraft to allow specialists to pass without compromising the structural integrity of those parts. For this model they are in black, as are the radomes and some of the peculiar parts of this squadron, the black wings tip and the line that follows the opening of the two canopy and rushes on the back of the plane.

Instead of using the decals supplied with the kit, I wanted to airbrush these areas by masking.

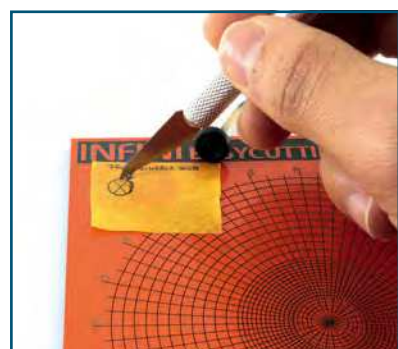
Following the instructions as a guide, I placed the masks on the surfaces and coloured the inside with a mix of Black, NATO Black and RLM 66. To create additional colour variations I used Liquid Pigment Lifecolor data directly on the colour with a sponge. The next stage was passing a thin coat of the previous mix so as to blend the result. ▶

The kit did not allow the pylons to be mounted without the tanks, so the tank was removed from the pylon using RB Production's serrated blade.

The freed empty pylon.

Weapons assemble.

The entire model was sprayed with Gunze primer 1500 Black diluted with Levelling Thinner.



Masks for the wheel hubs were cut with the help of an Infiniti cutting mat.



Weapons and undercarriage legs primed.

◀ The last step before applying decals was the exhaust area, which is composed of plates made of different materials that, due to the heat, assume different shades. To reproduce this variation I sprayed a Gunze Black Semi-Gloss base then applied different shades of metal from Kcolors Chrome series.

Chromo 60 Steel was passed across the area. The other colours have been sprayed freehand without masking due to the fineness of the Kcolors's metallic pigments.

To recreate the exhaust staining of the two J-79, I used a mix of Smoke, Black Liner and Carriage Grime from Lifecolors' Liquid Pigments series. These are water-based products that can be easily sprayed and modulated after application by brushes or sponges so as to create streaks of the jet stream and, thanks to their very fine pigment, they can make the metal base of the piece underneath them.

This work was done after the engine exhausts and on the inside of the two tail lifters that are subject to weathering due to direct flow over the outside.

To finish this stage I sprayed a couple of Kcolors X100 Clear Gloss to prepare the model for applying decals and subsequent washes.

Decals

Decals are printed by Cartograf. They are practically perfect. In fact, they don't even have the annoying transparent boundary around the various stencils. The decals are contoured to perfection, leaving to a minimum the carrier film around the writing.

Some decals such as "NAVY", "VF-96" and "5800" were completely separated and released from their carrier film. In this way, once applied and made adhere to the surface with various emollient fluids, they look as if they have been sprayed by masking.

The larger decals such as stars needed more than Mr. Mark Softer to adhere best to the panels and to some raised details beneath them. I always recommend applying some small cuts with a new blade near these obstacles in order to help the decals to correspond to the irregular surfaces.

Once the decals were in place I sprayed a further gloss coat to level up everything and protect them from subsequent weathering coats.

Weathering

Referring to the two photos showing the plane flying from above and below, I started the final weathering phase.

Firstly, I applied targeted washes with different tones so the contrast was not too accentuated, as shown in the photos. Here, I used the AK Paneliners both undiluted and mixed to get new shades of colour, so that the different shades mingled inside the panels creating more soft and less contrasting tone transitions.

Using Lifecolor's Liquid Pigment airbrush I sprayed heavy weathering on the belly of the plane. Given the location and the extension of



The first colour laid was Kcolors White FS 17875 followed by the first phase of irregular marbling of the large surfaces.

Diluted white was added until the result was realistic and the colour was not uniform.



Instead of using decals supplied with the kit, I wanted to airbrush the wing walks and other delimited areas with masking and painting.



The inside of the masks were coloured with a mix of Black, NATO Black and RLM 66.



Liquid Pigment Lifecolor data was applied directly on the colour with a sponge for additional colour variation.



The last step before applying decals was the exhaust area, which is composed of plates made of different materials that, due to the heat, assume different shades.



Chromo 60 Steel was passed across the area.



To recreate the exhaust staining of the two J-79, I used a mix of Smoke, Black Liner and Carriage Grime from Lifecolors' Liquid Pigments series

the weathering, I assume that this aircraft had mounted the pod with the cannon in place of the ventral tank, and that is the result of the firing of the weapon made as accumulation of residues of the gases and unburnt fumes. I created the whitest areas visible in the picture by wiping with a cotton swab immediately after applying the pigment. This technique created the effect of dirt accumulation due to the airflow place, simply rubbing it in the direction of flow and thus creating slight variations in intensity and small streaks.

I recreated the patches that can be seen in the picture as well as the present accumulation of dirt and grease along the wing folding hinges.

With the sponge technique and various shades of white and grey I recreated various scratches present along the entry edges of the sub-wing pylons, the ventral tank and the wings. I used it at some points - even down to the Zinc Chrome in places - to represent areas where paint chips had come to the primer. The same treatment was carried out on the undercarriage legs and undercarriage doors.

The tyres were treated with a Matt Black base and different shades of grey, along with long grey uneven treads to suggest the wear and tear from many heavy landings. ►



A couple of coats of Kcolors X100 Clear Gloss prepared the model for decals and subsequent washes.



Separate sub-assemblies were gloss coated too.



Some decals such as "NAVY", "VF-96" and "5800" were completely separated and released from their carrier film.



The larger decals such as stars needed more than Mr. Mark Softer to adhere best to the panels and to some raised details beneath them.

KIT BUILD



Stencil decals add to the very busy look of the airframe.



Lower surfaces with decals applied.



Various shades of AK Paneliners were brushed into the kit's many panel lines.



Undercarriage door interiors were carefully weathered.



Lifecolor's Liquid Pigment was sprayed heavy weathering on the belly of the plane.

The whitest areas visible in the picture were created by wiping with a cotton bud immediately after applying the pigment.



Final Touches

The final assembly of the various parts went without any problems; Each piece went into place without any problems and only a few drops of super glue were needed to reinforce the structure.

After a satin Kcolors X60 polish was sprayed over the whole model, I painted some points with the AK products for the engines to give the effect of "living weathering".

To conclude, the landing and formation lights were painted with various clear paints from Gunze and each was sealed with a drop of clear gloss to increase the sheen of the parts.

The very last task was adding some Remove Before Flight tags from HGW to lend that final touch of realism that never hurts! ▶



Various shades of white and grey were recreated with various scratches along the edges of the sub-wing pylons, the ventral tank and the wings.



One of the painted seats ready to install.



Wheel hubs were painted and weathered while they were still on the sprues.



Detail of the small sub-assemblies is very impressive.



The bottom of the drop tanks were dirtied up.



Completed pylons.



Burner cans ready to be attached to the model.

"The kit boasts amazing detail yet is designed for relatively simple construction."



Fully weathered lower surfaces.

KIT BUILD

◀ Conclusion

Zoukei-Mura has raised the bar with regard to precision and details on a kit.

This Phantom presents a series of new features, offering a superior level of detail that allows it to be assembled without resorting to any aftermarket except for seats that still need belts.

In my opinion, this is the best Phantom kit in circulation! ■



Filthy exhaust stains were added behind the burners.



Note the subtle chipping on the cockpit sills.



An accumulation of dirt and grease was applied along the wing folding hinges.

“Zoukei-Mura has raised the bar with regard to precision and details on a kit.”



“Remove Before Flight” tags were added.

The distinctive nose
of the Rhino.



The paint job was based heavily on two reference photos.



The subtle variation of paint colours and weathering may be appreciated here.



The tyres were treated with a Matt Black base and different shades of grey, along with long grey uneven treads to suggest the wear and tear from many heavy landings.



SKYSHARK!

**CLEAR PROP! 1:48 XA2D-1 SKYSHARK EARLY VERSION
ADVANCED KIT - KIT NO. CP4802**

*THE EDITOR TAKES A CLOSE LOOK AT CLEAR PROP!'S VERY
FIRST 1:48 SCALE KIT – THE ILL-FATED XA2D-1 SKYSHARK.*

On 25 June 1945, the Bureau of Aeronautics (BuAer) asked Douglas Aircraft for a turbine-powered, propeller-driven aircraft.

Three proposals were put forth in the next year and a half: the D-557A, to use two General Electric TG-100s (T31s) in wing nacelles; the D-557B, the same engine, with counter-rotating propellers; and the D-557C, to use the Westinghouse 25D. These were cancelled due to engine development difficulties, but BuAer continued to seek an answer to thirsty jets.

On 11 June 1947 Douglas received the Navy's letter of intent for a carrier-based turboprop. The need to operate from Casablanca-class escort carriers dictated the use of a turboprop instead of jet power.

While it resembled the AD Skyraider, the A2D was different in a number of unseen ways. The 5,100-equivalent shaft horsepower (3,800 kW) Allison XT-40-A2 had more than double the horsepower of the Skyraider's R-3350. The XT40 installation on the Skyhawk used contra-rotating propellers to harness all the available power. Wing root thickness decreased, from 17% to 12%, while both the height of the tail and its area grew.

Engine-development problems delayed the first flight until 26 May 1950, made at Edwards Air Force Base by George Jansen.

Navy test pilot Cdr. Hugh Wood was killed attempting to land the first prototype XA2D-1, BuNo 122988, on 19 December 1950, on its 15th flight.

Additional instrumentation and an automatic decoupler was added to the second prototype, but by the time it was ready to fly on 3 April 1952, sixteen months had passed, and with all-jet designs being developed, the A2D program was essentially dead. Total flight time on the lost airframe was barely 20 hours.

Allison failed to deliver a "production" engine

until 1953, and while testing an XA2D with that engine, test pilot C. G. "Doc" Livingston pulled out of a dive and was surprised by a loud noise and pitch up. His windscreen was covered with oil and the chase pilot told Livingston that the propellers were gone. The gearbox had failed, but Livingston successfully landed the airplane.

The A4D Skyhawk was ready to fly by the summer of 1954, and escort carriers were being mothballed, so that time had run out for the troubled A2D program.

Twelve Skysharks were built, two prototypes and ten pre-production aircraft. Most were scrapped or destroyed in accidents, and only one has survived.*

There have only ever been two Skyhawk kits produced in 1:48 scale. The first was Microscale's resin kit from 1975. This was a crude resin model with no undercarriage. More worthy was Dynavector's A2D-1 vacform model with white metal detail parts and decals, released in 2003. Dynavector's Skyhawk was rightly lauded as one of the best vacuum formed kits ever.

Clear Prop! has now brought this distinctive subject to a wider audience with the very first 1:48 scale injection moulded plastic Skyhawk. It is also Clear Prop's debut release in this scale.

Clear Prop's 1:48 scale XA2D-1 Skyhawk Early Version Advanced Kit comprises 198 parts in dark grey plastic, three parts in clear, one photo-etched fret with 83 parts, one clear printed acetate film, one self-adhesive masking sheet and two decal sheets with four marking options.

The parts are moulded in dark grey plastic. The texture of the plastic is very smooth and sprue attachments are narrow.

Surface details are fine, crisp and consistent. The fuselage and wings are adorned with rows of delicately recessed rivets. When I first opened the box I thought

that I could see a stressed oil canning effect, but I think this was an illusion that can be credited to the riveting.

Looking at the real aircraft, there are vertical lines that may be stress marks or oil canning. I know that there will be some who won't like the extensive riveting, but I think it is an effective and interesting way to capture the surface texture of the real aircraft.

Two different pilot seats are included. One is a typical WWII-style bucket seat for the earliest option, and the other is an ejection seat. The early seat is plastic, while the ejector seat made up from three resin parts plus photo-etched details. Casting of the resin parts is perfect on my sample. You'll need to take care trimming away the fine resin flash between the frames of the seat support though.

There is plenty of other detail in the cockpit with photo-etched lap and shoulder straps plus a bunch of other small parts.

The instrument panel is a sandwich with a plastic back, dials in the middle and a photo-etched front panel. A choice of decals or printed acetate instrument dials is offered.

Note that you will have to decide whether your canopy will be open or closed by Step 14, where you have to choose between opening up one of two slots on the rear cockpit deck.

Clear Prop supplies full intake and exhaust ducting. Each of the four ducts are split lengthwise into two pieces.



Fuselage is broken down conventionally.



Surface textures are exquisite.



Lower mid wing section.



Panel lines and rows of rivets are fine and crisp.



Outer wing panels.

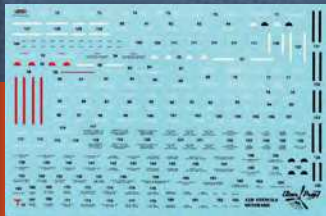


Control surfaces are separate and poseable.

1:48



The main decal sheet.



Full stencil markings are also offered.



The photo-etched panel is better detailed.

Control surfaces including flaps are all separate parts and may be posed to taste. The air brake and the tail landing gear are really well detailed with plastic and photo-etched parts. Sadly, I haven't been able to find any photos of the air brake open on the ground. I'm not even sure that it would be physically possible due to the Skyshark's low tail-dragger configuration.

Three ordnance racks are included but only a single centreline drop tank is supplied. Four single rocket stubs are also offered as an option for the lower outer wing panels but rockets are not included.

The outer wing panels are separate sub-assemblies and may be posted flat or folded thanks to the use of different hinge parts. Alternative hinges are also supplied to depict the landing flaps raised or lowered. Outer wing panel struts are supplied to support the folded wings.

The six-blade contra-rotating propeller provides separate parts for the front and rear rows so you can offset the two sets of propeller blades. It looks like they will have to be glued in place though.

The canopy pieces are nice and clear.

A single clear part is included for the closed canopy, and two clear parts will be used if you wish to pose your canopy open.

Self-adhesive white vinyl masks are provided for painting the canopy frames.

Instructions are generally clear and laid out over 47 steps in a 16 page, folded A4 paper booklet.

The marking guide is in full colour and colours are called out throughout using MIG paint numbers. It might have been nice to have a few other paint brands cross-referenced too.

The colours and registration of the decals look good.

Four marking options are offered, two in bare metal and two in Gloss Sea Blue.

A second decal sheet supplies stencil markings in black and in white.

Clear Prop! has delivered an impressive model of this imposing subject.

With poseable airbrake, undercarriage, wings and propeller assembly you'll have plenty of options for configuring your Skyshark.

Detail is excellent and I like the crisp, fine surface textures.

This is an impressive effort for Clear Prop's debut 1:48 scale kit. I can't wait to see what else they have in store for us in this popular scale! ■

Thanks to Clear Prop! for the sample
<https://clearpropmodels.com/>



Acetate dials are also provided for the photo-etched option.



The kit offers alternative parts for open and closed canopies.



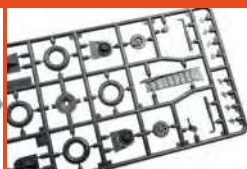
plied as arts.



This sprue contains the contra rotating propeller.



Full ducting is included.



Detail parts are equally well presented.



The plastic instrument panel option.

Revell

Build Your Dream!

LEVEL 4

BRITISH LEGENDS

03866 British Legends: Sea Vixen FAW 2, 1:72

LEVEL 4

NEW PARTS

03844 Lockheed Martin F-16D Tigermeet 2014, 1:72

LEVEL 5

NEW PARTS

Dassault Aviation Breguet
03845 Atlantic 1 "Italian Eagle" (Magpie), 1:72

LEVEL 5

© Richard Andrews
03852 BAe Hawk T2 (inc. Photoetch), 1:32

LEVEL 5

LIMITED EDITION

03867 Bell® UH-1D "Goodbye Huey", 1:32

Available from all good model stockists and online from

hobbycraft

hobbycraft.co.uk/brand/revell

KIT BUILD

BUILT AND WRITTEN BY SPENCER POLLARD



Spencer Pollard builds Airfix's latest 1:72 Lancaster kit, the Bristol Hercules powered B.II.

ZEE FOR ZO

There are many aircraft within the annals of aviation history that capture the imagination, but not many that almost define a country and a generation that were tasked with its use. One such aircraft is the Avro

Lancaster a machine that is so much part of the British psyche, it is hard to imagine a time when it hasn't been with us.

This is also true of model makers, at least those that have grown through the hobby over the last 50 years, where kits of this machine

has been ever-present on kit shop shelves and with the bedrooms of enthusiasts to whom the construction of at least one example is almost seen as a rite of passage. Well, except this one...

In 45 years of building model aircraft, I

SKILL LEVEL:

Intermediate

SPECIFICATION:

Airfix 1:72 Avro Lancaster B.II Kit No: A08001

Materials: Injection Moulded

Available From: All Good Model Shops

Price Guide: £32.99

BEFORE STARTING:

Tamiya Extra Thin Cement
 Tamiya Cement
 Gunze Sangyo Mr. Cement S
 Gunze Sangyo Mr. Masking Sol R
 Tamiya Masking Tape
 Xuron Cutters
 Tweezers
 Swann Morton No.10 Scalpel & 10A Blades
 Plasti-Zap Cyanoacrylate Glue - thin and medium viscosity
 Gunze Sangyo Mr. Filler Primer
 Humbrol Filler
 Mr. Color Thinner
 Rivet-R riveting tool
 Eduard Canopy Masks

PAINTS USED:

Tamiya Lacquers
 - LP-3 Flat Black
 - LP-27 German Grey
 - LP-9 Clear

Tamiya Acrylics
 - XF-2 Flat White
 - XF-3 Flat Yellow
 - XF-71 Cockpit Green
 - XF-85 Rubber Black
 - XF-67 Red Brown
 - XF-1 Flat Black
 - XF-52 Flat Earth

Gunze Sangyo Mr. Color Lacquers
 - C330 Medium Sea Grey
 - C22 RAF Dark Earth
 - GX Clear Flat

Humbrol enamels
 - colours for detailing



OMBIE

have never once built a model of Avro's finest achievement. It's hard to imagine how that is possible, but then I can count on the fingers of one hand the number of wartime bombers I've built of any type, so perhaps the fact that it is missing from my modelmaking log book, is

not all that surprising! That being so, when this kit arrived on my doorstep, made the decision that finally, I would have a go at building one and lay that particular ghost to rest. This article and the model that was built for it, is the result of that journey... ►

"In 45 years of building model aircraft, I have never once built a model of Avro's finest achievement."

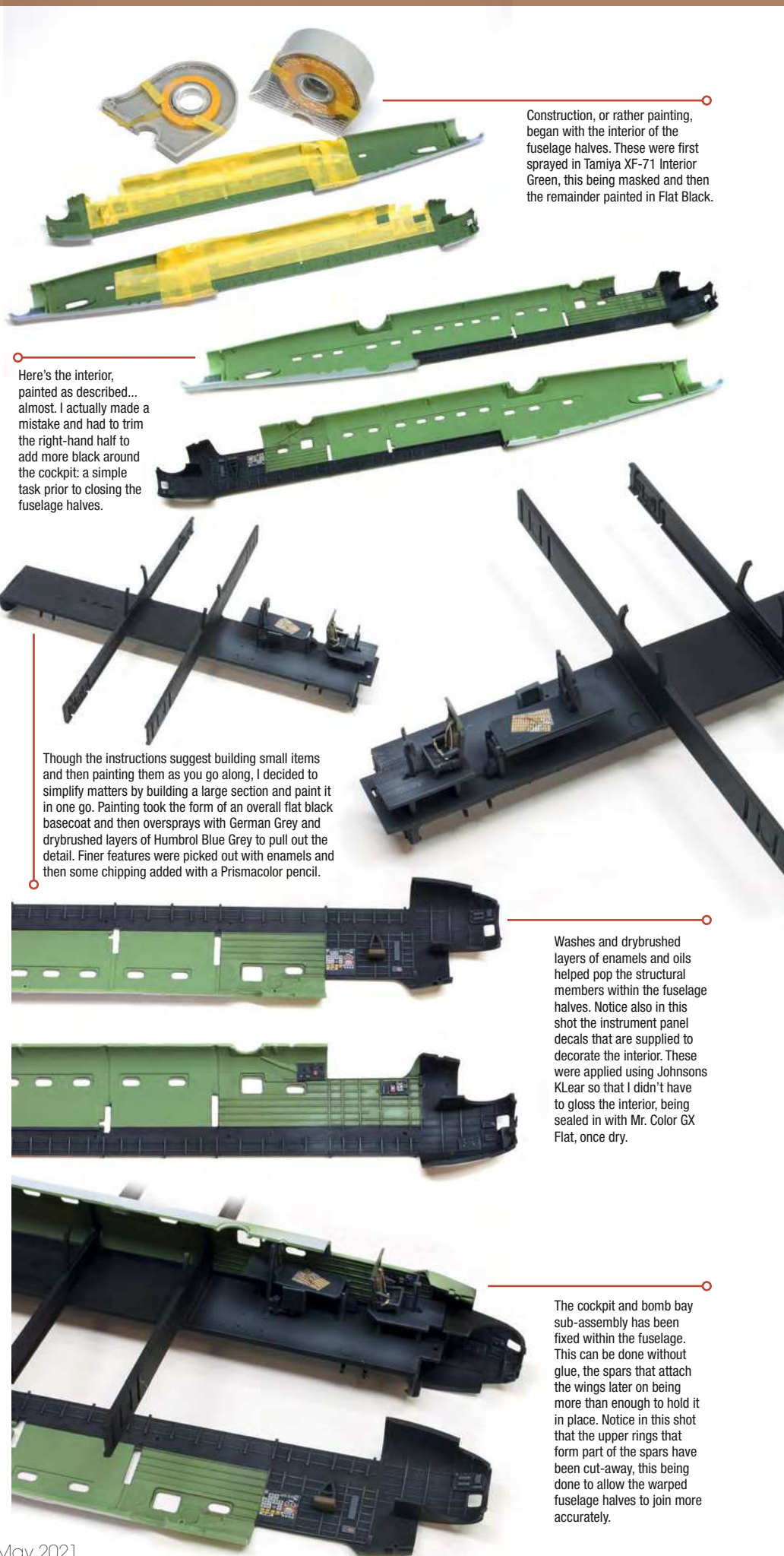
◀ What's In The Box

The Airfix Lancaster is supplied in one of their now famous red boxes, adorned with another of Adam Tooby's superbly atmospheric paintings, this one more than tipping its hat in design, if not detail, to the original Roy Cross artwork that we all remember so well. Lift the lid and you are faced with a complex box of tricks that combine to replicate the radial-engined B.II in detail, if not entirely to completion as we will see later.

As with every other Airfix aircraft kit, they have forsaken the black plastic of yore to mould this one in pale grey, the 200-odd parts offering a very accurate airframe, fine surface detail, reasonably complete interior and then those four Hercules engines. Panel lines are replicated using incised detail, the smooth surfaces being in stark contrast to the riveted and raised detail found in the two previous iterations of this aircraft, within the Airfix range. How you feel about this will most definitely be a personal opinion, but I sense that most modellers brought up on the precious products of recent decades, will be happy to see the detail replicated as it is in this one, but I can't help but feel that the kit and this the completed model loses something by being so smooth. Indeed, much like helicopter models that depict machines that are heavily riveted in reality, but smooth as bar of soap in miniature, this kit would I feel have been better if at least some of the previous design ideas had been carried over, even if it was the raised rivets! Lancasters were certainly not smooth across their airframes, so it's a shame that this one is in 1:72. Like I say, it's a personal opinion...

When it comes to the smaller sub-assemblies, the kit scores reasonably well, though perhaps not hitting the marks that we have seen with more recent releases. The interior of the cockpit is fine as it goes, but captures only part of the complexity of detail that can be seen in the original, only a rudimentary floor, instrument panel, pilot's seat and controls and then navigator's station and bomb aimer's position being supplied. With such a large expanses of perspex over the cockpit, you can certainly see plenty underneath, so perhaps some time adding additional features will be worthwhile, with at least seat straps for the pilot being a bare minimum that I would suggest. Similarly, the turrets are little more than facsimiles of the originals, and though little here can arguably be seen, there is plenty of scope for more finesse to be incorporated into your build, inner frameworks being worthy perhaps of reworking and then maybe a look at machine gun breaches and other controls.

Moving on to some of the larger sub-assemblies, we come to the engines. The defining feature of this version, the engines and their nacelles appear to be well-replicated, even if the former are quite simple in their approach. Hidden within the nacelles, the handful of parts that make up each of the Hercules engines, look to be finely detailed and once painted, capture the look of these famous powerplants pretty well. Similarly, the nacelles feature fine detail, the collector rings



Construction, or rather painting, began with the interior of the fuselage halves. These were first sprayed in Tamiya XF-71 Interior Green, this being masked and then the remainder painted in Flat Black.

Here's the interior, painted as described... almost. I actually made a mistake and had to trim the right-hand half to add more black around the cockpit: a simple task prior to closing the fuselage halves.

Though the instructions suggest building small items and then painting them as you go along, I decided to simplify matters by building a large section and paint it in one go. Painting took the form of an overall flat black basecoat and then oversprays with German Grey and drybrushed layers of Humbrol Blue Grey to pull out the detail. Finer features were picked out with enamels and then some chipping added with a Prismacolor pencil.

Washes and drybrushed layers of enamels and oils helped pop the structural members within the fuselage halves. Notice also in this shot the instrument panel decals that are supplied to decorate the interior. These were applied using Johnsons Klear so that I didn't have to glass the interior, being sealed in with Mr. Color GX Flat, once dry.

The cockpit and bomb bay sub-assembly has been fixed within the fuselage. This can be done without glue, the spars that attach the wings later on being more than enough to hold it in place. Notice in this shot that the upper rings that form part of the spars have been cut-away, this being done to allow the warped fuselage halves to join more accurately.



Decals are also supplied to detail the instrument panels and then allow a map top to be added to the navigator's table. These are neat details that are more than enough to complete the model's interior.



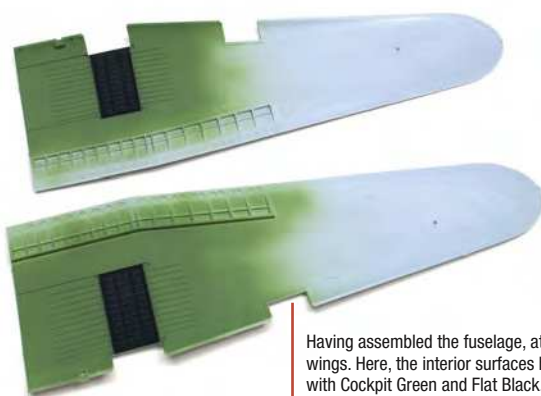
With the fuselage halves being so warped, some brute force and ignorance was used to bring everything together. Here you can see my weapons of choice: Tamiya 'white cap' Cement, Mr. Cement S and copious amounts of Tamiya masking tape.

and exhausts being highlights. One thing though that caught my attention was that one of the collector rings was mis-moulded, its central hub that slides over the propeller pin, being only partially complete. It's not a major issue as the ring is hidden by a propeller later on, but one that does rather point to nagging QC issues that can sometime befall Airfix kits - and that brings us neatly on to our thoughts on the plastic used to mould this kit...

We have for a number of years now, discussed the quality of the plastic that Airfix use within their models, material that is so important to the success of a kit and the enjoyment that a modeller will experience from its construction. In the main, this hasn't been that much of an issue, the newer kits being moulded in higher quality material that helps to translate the designer's ideas into a package

that goes together with the finesse and tolerances envisaged from that original design. This one though - and I can only speak for the kit to hand, not all Airfix Lancasters - really suffered as a result of plastic, that was really not up to scratch. As construction progressed, the softness of the plastic became a real issue, warped parts came to the fore (the fuselage halves and bomb-bay doors being particularly problematic) tolerances between parts started to vary and then edges, where socket joints were present, needed to be finessed and cleaned up to allow subsequent parts to slide into place. There was also the issue of clean-up. When the plastic is softer that fillers used to fill gaps that were present, you know that you will have to be very careful with sanding and polishing and so it proved to be. The areas around the wing to upper nacelle joints

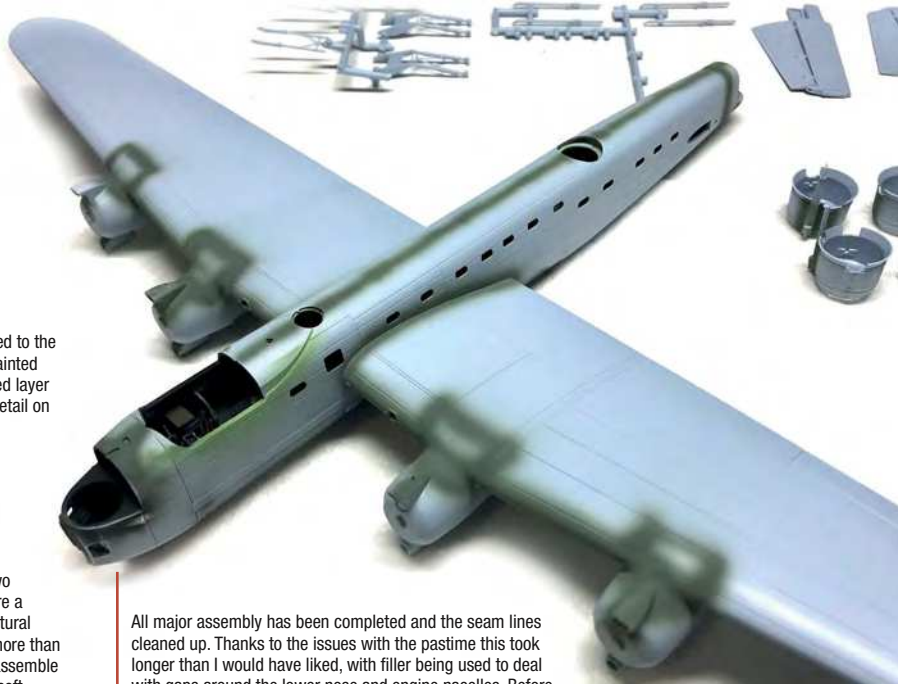
and the panels that connect one with another, needed extreme care to smooth out - and even now, they are not perfect. This also had an impact within the fuselage, where parts simply didn't fit as designed, had to be adjusted and then time needed to be spent cleaning up the results. All of this caused more frustration than I feel should have been the case and indeed would have been the case, had better quality material been used. I understand the need to keep costs down, but surely the impact on a kit such as this from the use of better-quality plastic is worthwhile, especially when all of the Airfix competitors have no such issues with their raw materials? I've certainly not had this issue with the three other kits that I've built from this range this year. Why? Because the plastic was better and when that is the case, 21K kits from Airfix fall together. ►



Having assembled the fuselage, attention turned to the wings. Here, the interior surfaces have been painted with Cockpit Green and Flat Black. A drybrushed layer of Humbrol Blue Grey helped to bring out the detail on the surface of those areas sprayed black.



The interiors of the two undercarriage bays are a jigsaw puzzle of structural members that need more than one pair of hands to assemble neatly. Thanks to the soft plastic, repeated dry-runs are recommended prior to the application of any adhesive.



All major assembly has been completed and the seam lines cleaned up. Thanks to the issues with the pastime this took longer than I would have liked, with filler being used to deal with gaps around the lower nose and engine nacelles. Before moving on to painting, the larger joints were airbrushed with grey to check their integrity. Any minor gaps were dealt with and then the airframe riveted with a Rivet-R tool.

KIT BUILD



In order to ease painting, smaller sub-assemblies such as the tail fins, flaps and turret interiors, were mounted on a piece of cardboard using masking tape and Blue Tack, ready to be painted black and then weathered.



The black undersides were first airbrushed with a solid layer of Tamiya LP-3 Flat Black and then oversprayed with a cloudy layer of LP-27 German Grey. The surfaces were then subjected to what would prove to be many, marbled layers of grey, black and a dark red-brown/black mix, that would all combine to create a typically degraded, black finish. These aircraft weathered a lot in service, so that was something I wanted to recreate and the only way I could do that, was take a deep breath and start spraying!



Happy with the black undersides and their weathered look, they were masked with Tamiya masking tape ready for the upper surface camouflage. This is not something that I enjoy, but it has to be done carefully if the demarcations between the upper and lower surfaces are accurately portrayed, both standard tape and Tamiya's new range of fineline reels, being used to advantage.

◀ Moving On

Plastic aside, the kit is simple enough to build, breakdown of all major parts being sensible and straightforward. There are areas of complexity that certainly elevate the those levels of complexity, the inner undercarriage bays being shall we say, interesting, but in the main, there is little that will trap the unwary. I deviated slightly from the instructions in as much as I fixed the undercarriage in place at the end of the process rather than midway through, only to have a few breathless moments forcing the main legs into place! Perhaps not something I would recommend, it nevertheless worked out okay in the end, even if it was rather fiddly to complete...

One thing that you will notice is that the kit does not contain a bomb load. Mentioned in the instructions, the kit supplies nothing for the cavernous bomb bay, those items being available from a separate rearming kit that includes 50 and 800lb bombs, as well as 4000 and 8000lb 'Cookie' bombs. What you do get are the appropriate crutches to go with the bombs and a layout diagram that shows representative bomb loads. As this model was made within a very tight deadline, I had no chance of getting the additional set, but may at some point complete the model with bombs from the 'Bomber Re-Supply Set' (A05330) should time and enthusiasm, allow.



The upper surface camouflage was painted with Mr. Color C22 Dark Earth, masked with Blue Tack sausages and then painted with dark green, in this case Mr. Color C330 Dark Green BS381. Though there is an RAF WWII Green in the range, I thought it to be too pale, so went with the later shade to create the contrast between the colours that I considered to be both accurate and in scale.



The camouflage is in place and all masking removed. A period of adjustment was now needed until I was happy that everything was correct, neat and tidy. This was particularly so around the cowlings, where some overspray was present that I needed to carefully mask once more and then repaint.

Along with the plastic parts, the kit includes a full set of well-drawn instructions and then decals and full-colour painting guide for two different aircraft. The choices are as follows:

- Avro Lancaster B.II - 'Z-Zombie', No.408 (Goose) Squadron, 6 Group, Royal Canadian Air Force, Royal Air Force Linton-On-Ouse, Yorkshire, July 1944.

- Avro Lancaster B.II 'Fanny Ferkin II' No.514 Squadron, 3 Group, Royal Air Force Waterbeach, Cambridgeshire, November 1944. This aircraft differs from the 408 Squadron machine in having the ventral turret and bulged bob bay doors.

The decals are superb, being beautifully designed, well-printed and perfectly in register. I always feel a degree of trepidation when applying decals over a black finish, the ever-present fear of the designs suffering over such a dark basecoat. In this case that fear was ill-founded, the colours being sufficiently opaque that all of them looked vibrant and clear, once in place... ►

Here are the two LP colours used predominantly for the undersides: LP-3 Flat Black and LP-27 German Grey. I also used XF-67 Red Brown and XF-52 Flat Earth in filtered layers to further dirty up the finish, complexly the picture with a very thin layer of LP-3 Flat Black to blend everything in and homogenise the finish.

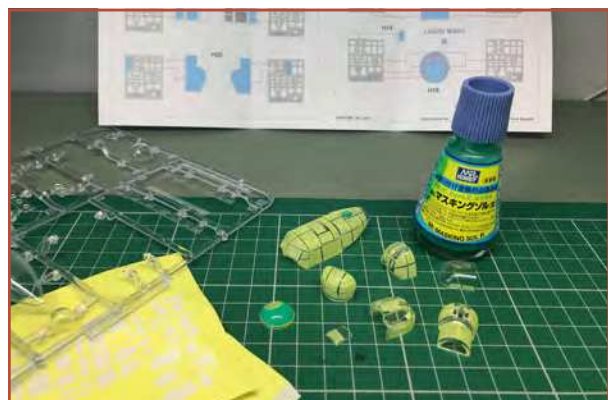


Viewed in the round, the patchy finish that I created for the undersides of the model can be seen. Honestly, you cannot really overdo this as the 'Night' black used on these bombers was so prone to weathering, that you can happily make your model appear as filthy as you want! One thing that I didn't want to do though was paint the model with neat 'black', a patchwork of greys, blacks and browns looking to be more in keeping with a model in this small scale.



As with the undersides, the upper surface camouflage colours were broken down with FX Texture Templates, these being used to apply thin layers of a dark red-brown colour that added a pleasing layer of dirt to the model. This was used mainly around the wing roots and areas behind the cowlings where dirt would most likely accumulate. As with the black, repeated layers of my weathering colour and then blended layers off the green and brown were applied, until I was happy with the finish.

To ease painting, if not assembly(!) the tailplanes and fins were painted separately following the same steps as those used for the rest of the airframe.



There is a lot of glazing to mask on a Lancaster, so the very first thing I decided to do with this project was buy a set of Eduard masks! Here they are being used on the canopy and turrets.

Perhaps the most involving part of the model's paintwork are the four cowlings, each needing to be sprayed black, masked, camouflaged and then the collector rings and exhausts, sprayed with a burnt metal colour. Here, the rings and exhausts are being readied for painting, Tamiya masking tape being carefully applied to the rest of the cowlings. The rings and exhausts were then airbrushed with a layer of Mr. Color C28 Steel tinted with Tamiya XF-67 Red Brown, to create the impression of tarnished metal.





All of the major sub-assemblies, painted, ready for decals and final weathering.



Tools of the trade for the successful application of decals. Here we can see a scalpel, tweezers, a paintbrush, make-up pads (to soak up water and smooth out each decal) Micro Sol and Set and for decals that are more resilient, DACO's Strong solution. Incidentally, the very useful block that is holding the Microscale solutions was designed and 3D printed by my good friend Jim Carswell. Thanks Jim!



The 408 "Goose" Squadron decals in place on the model. Over a layer of Tamiya LP-9 Clear, the decals settled down perfectly, another sealing coat of Clear followed by one more, this time Mr. Color GX Flat, combining to create the illusion of markings that truly looked 'painted-on'.



The painted and weathered tailplanes and fins. The panel lines on the camouflage were defined with a wash mixed from Raw Umber oil paint and Humbrol Flat Black. Those on the black fins were highlighted with a wash mixed from Raw Umber and Titanium White, the lighter colour working well against its much darker surroundings, this then being used over the rest of the black painted areas on the model.



Bomb bay and undercarriage bay doors were all painted separately. These are very simple parts with minimal detail. Should I build another Airfix Lancaster, I will add rivet to their exterior surfaces to improve the illusion of reality.



The Bristol Hercules engines are very simple affairs in the kit, comprising little more than a handful of paints. Each was painted with LP-3 Flat Black, the cylinders drybrushed with Games workshop metallics and then everything washed with a mixture of Humbrol Flat Black and Burnt Sienna oil paint. A final round of drybrushing with grey and dark metal, completed each one.



The completed cowlings, painted and weathered. Note in this shot how the washes, dark and pale, have accentuated the surface detail on these little sub-assemblies. Note also how neat oil paints have added a further layer of interest, Raw Umber, Paynes Grey and Titanium white being mixed in varying degrees to create dust deposits and streaking over the surface of each one. And finally, note that the bottom right-hand cowling reveals an area that has not been moulded properly, a deficiency that was thankfully hidden by the propeller once fixed in place...



As with the bay doors, the undercarriage parts were easy to paint, being basecoated in Flat Black, but this time washed with a thin layer of Humbrol Dark Earth. With the wash drying, details were refreshed with a drybrushed layer of Flat Black. The wheels were painted in a similar manner, the tyres being sprayed dark grey and then using the masks in the Eduard set, the hubs sprayed with a little more Flat Black. Weathering was added to the wheels using another sprayed coat of Tamiya Flat Earth and then a thin, splattered layer of Humbrol Dark Earth, flicked over the wheels with a flat brush.



With the glazing painted and masks removed, the framework over the canopy and turrets come into focus. A point worth discussing here concerns the separate side panels for the canopy. These allow different versions to be modelled and as such, need extreme care to fix in place. Having toyed with a number of ideas as to how I was going to do this, I eventually settled on the use of clear watchmaker's cement to hold the parts in place, tiny drops being applied with a cocktail stick.



The small windows that run down both sides of the fuselage were glazed with Microscale Kristal Klear.

During assembly of any model, you use whatever means at your disposal to hold parts in place. Here, cement bottles are being used to ensure that the cowlings and their engines don't droop as the glue set. Needs must, eh?!



A close-up of the upper wing and the area around the nacelles, reveals the degree of weathering that I added to this model. Much of this was done with oils, drops of neat paint being worked around details with dry, flat brushes until the appearance was as needed. Use was also made of Mr. Hobby Smoke. Similar to Tamiya's colour, the Gunze equivalent seemed to be oilier somehow and so was useful when airbrushed around the nacelles to create staining and streaks of lubricant, oil and other mechanical fluids.

With the undercarriage and bomb bay doors in place, the undersides are now effectively complete. Though the undercarriage doors were reasonably easy to glue in place (despite almost no attachment points) the bomb bay doors were anything but. These were so warped in the kit that I had to twist them back into shape and even then, they would not line up accurately with the small connection points between door and bomb bay. Much cursing later, they were in place, but not before much of my paintwork had to be repainted to cover up the damage caused by trying to get the doors to fit properly. Not good...



In close-up, the detail within the capacious bomb-bay can be seen. The kit doesn't include bombs, those being offered as part of a separate kit. Though it would have been nice to add them to this model, time was not on my side, so I simply paint the bay black and then drybrushed in with an oily, metallic shade to accentuate the detail. Should I so chose, bombs could be added at a later date...



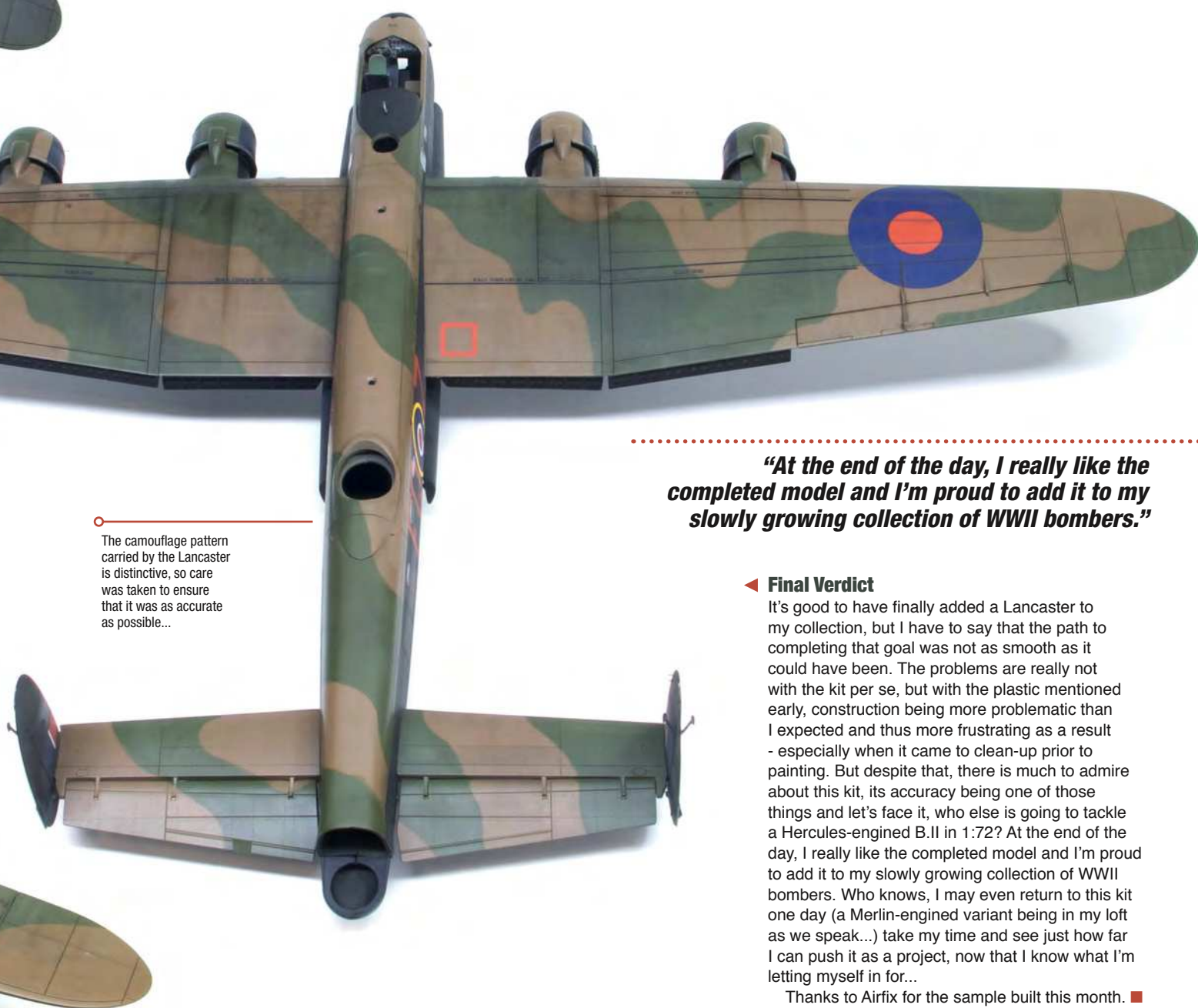
Almost there! All of the larger sub-assemblies are now in place, all that remains is to add the smaller details such as propellers, canopy and turrets.



Viewed from above the weathering that was added to the surface of the model is easy to see. Notice here how lighter oil colours have been applied to the upper surface of the wings in a criss-cross pattern to create the illusion of structure that is catching the light. This was also used over the top of the fuselage, the same colours used to weather the nacelles, being used to good effect here as well.



The other side of the model compares well with the finished port wing and fuselage sides, the lack of darker stains being obvious in comparison. Note in this shot the appearance of the now dry, Kristal Klear glazing.



The camouflage pattern carried by the Lancaster is distinctive, so care was taken to ensure that it was as accurate as possible...

"At the end of the day, I really like the completed model and I'm proud to add it to my slowly growing collection of WWII bombers."

◀ Final Verdict

It's good to have finally added a Lancaster to my collection, but I have to say that the path to completing that goal was not as smooth as it could have been. The problems are really not with the kit per se, but with the plastic mentioned early, construction being more problematic than I expected and thus more frustrating as a result - especially when it came to clean-up prior to painting. But despite that, there is much to admire about this kit, its accuracy being one of those things and let's face it, who else is going to tackle a Hercules-engined B.II in 1:72? At the end of the day, I really like the completed model and I'm proud to add it to my slowly growing collection of WWII bombers. Who knows, I may even return to this kit one day (a Merlin-engined variant being in my loft as we speak...) take my time and see just how far I can push it as a project, now that I know what I'm letting myself in for...

Thanks to Airfix for the sample built this month. ■

KIT BUILD

Viewed from this angle, the classic lines of the Lancaster look to have been perfectly captured. It's time to finish this model off!





Model Craft
FREE GIFT

MODEL AIRPLANE INTERNATIONAL SUBSCRIPTION

SUBSCRIBE OR RENEW FOR 24 ISSUES AND RECEIVE A FREE SUBSCRIPTIONS GIFT WORTH £28 RRP!

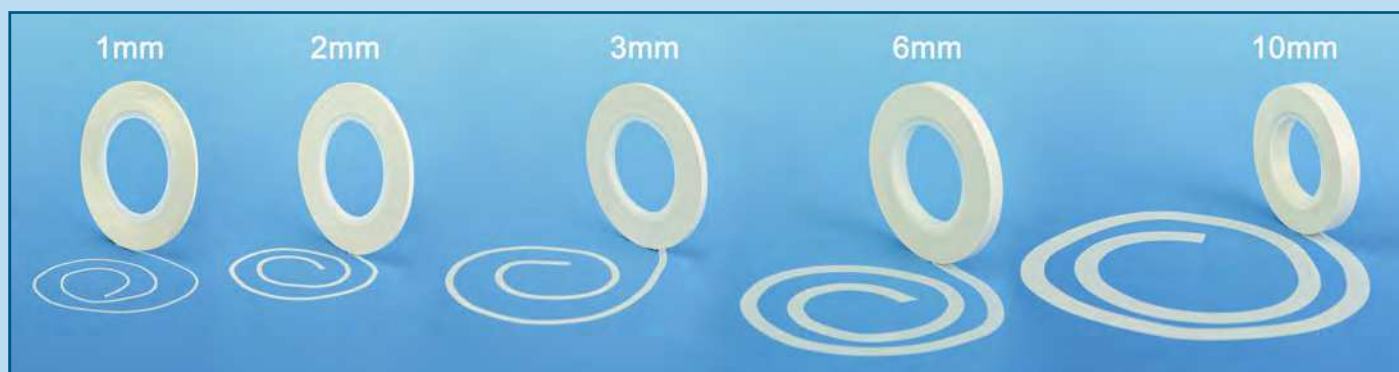
We have teamed up with our friends at Model Craft so we can offer you a special gift for subscribing with us for 24 issues.

Flexible Masking Tape Set

These making tapes are ideal for Modelling, Airbrushing, Arts, Craft, Hobby and even those smaller DIY tasks. The tape sticks, stays and removes cleanly. It is also U.V. protected for masking in direct sunlight.

This flexible acid free tape is designed to follow curved lines and contoured surfaces without creasing, tearing or paint bleed.

- Precise masking with no paint bleed
- Acid free
- 1mm, 2mm, 3mm, 6mm & 10mm widths, 18m length
- Comes in twin packs, so you receive 10 packs
- 180m of masking mayhem!
- FREE GIFT worth over £28!



ATIONAL LIMITED TIME TION OFFER



* Terms and conditions

While stocks last. Customers attempting to take out this offer after all stock is gone will be contacted before any money is taken.
Subscriptions taken out with this offer will not be refunded if cancelled.

2 YEAR MAI SUBSCRIPTION OFFER

First name.....

Surname.....

Address.....

.....

.....

.....

.....

.....

.....

.....

Country.....Post/zip code.....

Telephone Number.....

Email.....

2 year subscription:- UK; £94, Europe; £118, Worldwide; £144

Please be aware that all credit/debit cards are processed through PayPal and this may appear on your bank statement

Renewal/Extension ☐ New Subscription ☐ Starting with issue No.....

Please debit my credit/debit card for £.....

Visa ☐ Mastercard ☐ Maestro ☐ Cheque ☐

Card number:

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

Please call our subscription line or mail this form, or a copy, to:
Doolittle Media, Doolittle Mill, Doolittle Lane, Totterhoe, Bedfordshire, LU6 1QX, UK
Tel; +44(0)1525 222573 Email; enquiries@doolittlemedia.com Online; www.doolittlemedia.com
(Photocopies of this form are acceptable)



ZL P.11c "2" from 112 Fighter Squadron, the plane has the pre-war emblem of the squadron in the form of a "fighting cock" painted on the fuselage. In the cockpit of the aeroplane, F/O Wacław Łapkowski is most probably preparing to take off. In the foreground takes off P.11c "8" of the 111 Fighter Squadron. The photo was taken at the turn of February and March 1939 at the 1st Aviation Regiment base in Okęcie. (pre-war press photography)

Marek Rogusz presents a first-hand combat account of the experience of one Polish fighter pilot in air combat over Lublin.

THE LAST FLIGHT OF SALAMANDER 2

On 7 September 1939, the squadrons stationed at the aerodrome in Kierz did not carry out any sorties – there was a shortage of fuel. As it turned out, it had to be brought in from Dęblin in drums. On that day, the two pilots from 112 Fighter Squadron who had remained in Zaborów, most probably P/O Witold Łokuciewski and F/O Wacław Łapkowski, performed reconnaissance flights as per the orders of the Commander-in-Chief of the Air Force. They rejoined their unit on 8 September. From the morning of that day, sections from 111 and 112 Fighter Squadrons flew patrols. It soon transpired that combatting enemy aeroplanes without having access to reports from the aircraft tracking network was very difficult; this was succinctly described by F/L Jarosław Giejsztowt:

The work here was difficult, for we had no communications with Command, nor did anyone provide us with information about the enemy. There were a great many flights, both reconnaissance and aimed at combatting enemy bombers, but we did not enjoy much success. The aeroplanes started to fail, for they were operating in conditions of high dustiness and neglect, the latter because our mechanics did not have time to carry out inspections or overhauls.



P/O Witold Łokuciewski, along with Lieutenant Wacław Łapkowski from 112 Fighter Squadron, stayed in Warsaw to reconnoitre the German troops advancing on Warsaw from the west and south. Their squadron flew near Lublin, and they joined it on September 8, 1939. In the photo Witold Łokuciewski as a pilot of the 303 Fighter Squadron of the Polish Air Force in Great Britain. (arch. Wojtek Matusiak)



F/O Wacław Łapkowski was a pilot of the 112 Fighter Squadron from 1936. After the death of Lieutenant Stefan Okrzeja in air combat, Lieutenant Łapkowski returned to the position of deputy commander of the squadron he had held before the outbreak of the war. Lieutenant Łapkowski often flew PZL P.11c marked with the fuselage number "2". (arch. Marek Rogusz)

Air Combat Over Lublin

Fighter patrols were resumed on the morning of 9 September 1939. At around 10.00 am, successive waves of Luftwaffe bombers – in total more than 70 Heinkel He 111s from KG 4 – appeared in the skies above Lublin. Their approach was accompanied by a sweep carried out by twenty-one Messerschmitt Bf 110s from I./ZG 76. An air battle ensued, engaging the majority of the Polish fighter forces stationed in the vicinity of Lublin – the Pursuit Brigade, III/2 Fighter Wing, III/4 Fighter Wing, and 152 Fighter Squadron. Both sides reported strongly exaggerated numbers of kills, which is the norm for sudden air engagements involving large numbers of aeroplanes.

The Last Flight of Salamander 2

While the battle raged in the skies over Lublin, F/O Wacław Łapkowski, flying alone on Salamander “2”, gave chase after a section of three Heinkel He 111s from II./KG 4. His pursuit, continued over nearly 100 km (!), was interrupted by an attack of Messerschmitt Bf 110s from 2./ZG 76. Below is F/O Łapkowski’s personal account, which he wrote down in the diary of P/O Mirosław Ferić.

In Kierz that day we could not complain for want of enemy aircraft. The Germans were flying from west to east, heading for Lublin and the nearby townships. Their bombs had started fires, and there were flames and smoke

everywhere. Our sorties had no effect, for the enemy would simply pass us by, making use of his superior speed.

At around noon I took off for my second flight, and initially I was running after the enemy without success. I roamed the skies north of our airfield, hurling insults at the Germans for not accepting battle. While in this mood, I spotted a trio of He 111s racing west from the direction of Lublin. I took a fancy to them immediately. I cut across their path. They did not change course but only accelerated. The one on the right lagged behind somewhat.

I attacked him – the rightmost one – from the vertical. Once I levelled off, I saw beads of tracer snaking towards me from the German’s machine gun. Being close and slightly below, I fired off a burst without taking careful aim.

In the meantime, however, “my” He 111 pulled level with his leader, or perhaps even overtook him somewhat. The gunner of the second machine then tried to rough me up. We were passing the River Wisła, flying westwards. Hoping to avoid the machine gun fire, I kicked the pedal with my left foot and lost height a bit in order to attack my tormentor. ▶



PZL P.11c military number 8.144 (probably), under-wing number N-666, tactical number 2, personal aircraft of F/O Wacław Łapkowski from 112 Fighter Squadron. On the aeroplane you can see a new emblem, “Winged Salamander”, introduced in the summer of 1939 in place of the former “Fighting Cock”. Artwork by Zbyszek Malicki.

Messerschmitt Bf 110C from I./ZG 76 after a forced landing on September 9, 1939, after fighting with Polish fighters near Lublin. (arch. Marek Rogusz)





F/O Wacław Łapkowski on "2" with Salamander chased the section of three He 111 from II./KG 4 alone. The chase after almost 100 km (!) was interrupted by the attack of the Messerschmitts Bf 110 from 2./ZG 76. Lieutenant Łapkowski, during his return to the Kierz home airfield near Lublin, had to land forcibly (it is possible that the engine failed). According to the pilot's account, he dismantled the radio, machine guns, and ammunition boxes from the plane. The German army captured the immobilized plane. The photo shows German soldiers at the abandoned PZL P.11c "2" with Salamandra. You can see that the aeroplane is partially incomplete, part of the fuselage cover is missing, leather parts in the pilot's cockpit, and tires removed from the rims. (arch. Marek Rogusz).

◀ I fired a burst from behind and below. He lost his cool and started turning, first left and then right. Their whole section lost formation. Again, however, I was targeted by one of the German gunners. So I tried once more. I placed myself behind his stabilizer. A short burst. I noticed that no one was shooting at me now. I could aim without any hindrance. The German's dive increase. Flames belched from his left engine. The enemy was falling earthwards to his grave.

My good mood was interrupted by a crackle from behind. It sounded as if someone were tearing a sheet of hard paper. I knew this sound. I nosed up. An Me 110 flew right by me. It proceeded in a slight left turn. I had the impression that we were both observing the falling aircraft. I could not follow it. I was afraid that they would shoot me down from behind. Thus, I watched from a height of over 1,500 m, while at the same time glancing at the newly arrived German. The bomber hit the ground. But the "new" aeroplane was trying to get on my tail. I took up the fight. But then, from I don't know where, four or five of them appeared, all Me 110s. Today I was on a winning streak, I thought to myself. Maybe I'll get lucky once again. But these were not as easy to deal with. They arranged themselves in a defensive circle and I was forced to break

off time after time, for they kept getting on my tail. Finally, however, I got a chance to shoot. One of the Me 110s looped the loop, while I cut across and found myself on his tail. And a burst ... but the German wasn't idly waiting ... The result was somewhat strange. I had the feeling that my aeroplane was stopping. The German flew off. But I had another one on my tail. I turned sharply to the left and downwards. The German remained above me. I looked at my rev-counter; it was showing 15. Pulling on the throttle lever had no effect.

I took an easterly course. The Germans, instead of finishing me off, remained above. Just behind me, I saw puffs of anti-aircraft artillery. Whose artillery it was – ours or the enemy's – I do not know. But it may well be that this artillery fire saved me. I flew on, losing height, with oil spraying my face. My revs were falling. I was just nearing the River Wisła when I saw yet another German. He was flying right towards me, slightly to my left. In my mind, I said a few choice words to him. I could not run, nor could I attack. But the German flew straight on. We passed each other at a distance of some 400 m. He hasn't seen me, I thought. It is possible that he thought the same thing.

I passed the River Wisła. I was at a height of a few hundred metres, the engine was packing

it in, just several dozen revs, a bang, and the propeller stopped. I started looking for a field. A few moments later my wheels touched ground and the plane rumbled to a standstill. With this I would like to close. I shall not at all mention that I returned to the aerodrome in a beautiful, 8-cylinder Chrysler sports car (or some other bloody contraption), in order not to arouse the envy of "Ox" [P/O Ferić – author's note], who in any case is envious to the present day.

F/O Łapkowski managed to stop a car carrying an evacuee – a captain from the Signal Corps. With his help, he removed the radio station and machine guns from the stricken aeroplane, and also emptied its ammunition boxes. Due to the prevailing chaos, there was no chance of evacuating and repairing the aircraft. Thus, the fighting career of Salamander "2" came to an end. The aircraft, however, continued to intrigue the residents of the nearby village, who removed various potentially useful elements from the hulk; the most highly prized were strips of rubber from the tires, leather fittings from the cockpit, the metal skin, and various lines and piping. The discarded wreck also drew the attention of Wehrmacht soldiers, who posed in front of it for photographs and took away pieces as mementos.



A close-up of the PZL P.11c "2" with a Salamandra police number left on September 9, 1939, in one of the villages near Puławy. The plane was marked with the three-digit number "666-N" under its wings. (arch. Tomasz Kopariski).

The Squadron is Still Fighting

F/O Wacław Łapkowski and 112 Fighter Squadron continued the fight. Unfortunately, the unit received chaotic and oftentimes contradictory orders, instructing it to move from one airfield to another, while the lack of an aircraft tracking network and fuel, as well as the unavailability of ground crews – they were forced to move along roads that were packed with refugees and under constant Luftwaffe attack – made it impossible for the Squadron to act in an effective manner. During this period, the Polish fighter pilots carried out mainly reconnaissance and liaison flights, although air-to-air combat did sporadically occur. Everyone was waiting for the anticipated transports of foreign aircraft; certain of the pilots were to collect them from Romanian ports and start training. The expected attack of the Western allies – France and Great Britain – which was to be launched in accordance with the treaties signed with Poland, did not materialise. Worse still, on 17 September 1939, in accordance with the provisions of the Ribbentrop-Molotov Pact, Poland was attacked from the east by the Red Army. In this situation the Pursuit Brigade was ordered to cross the Romanian border along with its surviving aeroplanes in order to continue the fight for Polish independence from abroad. ■

English Translation by Maciej Zakrzewski.

A series of articles on Salamander 2 and other markings from the ARMA Hobby 1:48 scale PZL P.11c are available online on <http://armahobbynews.pl/en/>

"My good mood was interrupted by a crackle from behind. It sounded as if someone were tearing a sheet of hard paper. I knew this sound. I nosed up. An Me 110 flew right by me."



We do not know the Signal Corps captain's identity who picked up Lieutenant Łapkowski with the elements removed from P.11c to the Kierz airfield near Lublin. However, likely, it was just such a Chrysler Airstream that drove to the airfield, arousing the pilots' envy gathered there.



A detail view of the new Salamander emblem.

ARMA
HOBBY
©Arma Hobby

KIT BUILD

WRITTEN AND BUILT BY BRETT GREEN



GULL WING GUARDIAN

Brett Green builds ARMA Hobby's debut
1:48 scale plastic kit, their PZL P.11c

The PZL P.11 was a Polish fighter aircraft, designed and constructed during the early 1930s by Warsaw-based aircraft manufacturer PZL. Possessing an all-metal structure, metal-covering, and high-mounted gull wing, the type held the distinction of being widely considered to have briefly been the most advanced fighter aircraft of its kind in the world.

The design of the P.11 commenced during the late 1920s, initially designated as the P.1. The primary individual responsible for its development was Polish aeronautical engineer

SKILL LEVEL:

Intermediate

SPECIFICATION:

ARMA Hobby 1:48. PZL P.11c Expert Set. Kit No. 40001

MATERIALS USED:

- E-Z Line elastic thread
- Plastic, Brass and Copper Rod
- Tamiya Extra Thin Liquid Cement
- Revell Contacta Cement
- Selseys Super Glue
- Tamiya Flexible Masking Tape (various widths)

PAINTS AND FINISHING PRODUCTS USED:

- Tamiya Acrylic Paints - X-10 Gun Metal; X-34 Metal Brown; XF-1 Flat Black; XF-4 Yellow Green; XF-52 Flat Earth; XF-60 Dark Yellow; XF-64 Red Brown.
- Tamiya Spray Can - Grey Primer; AS-12 Bare Metal Silver; TS-38 Gun Metal
- Vallejo Acrylic Paints - 70862 Black Grey; 337 Highlight Ger. (Black); 847 Dark Sand; 865 Oily Steel; 919 Foundation White; 953 Flat Yellow; 957 Flat Red; 963 Medium Blue; 996 Gold.
- Future Floor Polish
- Tamiya Panel Line Accent Colour (Dark Brown)
- Tamiya Weathering Master Set A
- Silver Prismacolor Pencil
- Winsor & Newton Galeria Acrylic Mediums - Matt Varnish

TICKS:

Cleanly moulded; generally excellent fit; high level of detail; appropriate use of multimedia; good quality decals.

CROSSES:

Some large sprue attachments; some fiddly assemblies in the cockpit.

RATING:

9 out of 10

Thanks to ARMA Hobby for the sample
www.armahobby.com



ARMA Hobby's attractive box art.



Zygmunt Pulawski, who has been attributed as having designed many of its innovative features. While the majority of the world's forces were still using biplanes, the P.1 used a high-mounted and aerodynamically clean gull wing, which provided the pilot with a superior field of view.

During September 1929, the first prototype conducted its maiden flight. The design quickly drew international attention; the general layout became commonly known as the "Polish wing" or "Pulawski wing". The P.11 served as Poland's primary fighter defence throughout the 1930s, including during the Polish campaign of 1939

by neighbouring Nazi Germany. However, as a consequence of the rapid advances in aircraft design during the late 1930s (seen in such fighters as the Messerschmitt Bf 109), it was outclassed by its rivals at the onset of the war.

The majority of the Polish Air Force's P.11s were destroyed during 1939; however, it is believed that as many as 36 were flown to Romania and were subsequently taken over by the Romanian Air Force. The P.11 was a considerable export success. During October 1933, deliveries of Polish-built P.11bs to Romania commenced.

From 1936, Romanian aircraft manufacturer Industria Aeronautica Romana (IAR) constructed a further 95 aircraft under the designation of IAR P.11f, powered by the Romanian-built IAR 9Krs engine.

A dedicated export model of the P.11, which was designated as the PZL P.24, was developed during the late 1930s. Reportedly, Greece, Portugal, Yugoslavia, Turkey and Republican Spain were at one point interested in procuring the P.11; these eventually resulted in several nations, including Bulgaria, Greece and Turkey purchased the P.24 instead.* ►

◀ ARMA Hobby's 1:48 PZL P.11c In the Box

ARMA Hobby has chosen the iconic Polish PZL.11c as its debut 1:48 scale injection moulded plastic kit.

ARMA has established quite a reputation over the last couple of years with its 1:72 scale kits, so I have been very much looking forward to this first foray into 1:48 scale plastic kits.

ARMA Hobby's 1:48 scale PZL P.11c Expert Set comprises a modest 67 parts in grey plastic, one part in clear plastic, 39 parts on one photo-etched fret, a self-adhesive die cut masking sheet and markings for four aircraft.

The grey plastic parts are delivered on a single sprue.

Moulding quality is excellent, with no flash, flaws or visible moulding imperfections on my sample.

The parts are moulded with a satin finish.

Surface textures are very impressive. Panel lines, raised strips and other structural details are subtle, crisp and consistent. The raised corrugated texture on the wings is incredibly fine.

The fuselage has structural detail moulded on the interior sidewalls.

It is interesting to note that the interior of the fuselage and the wings include several close-set rings of ejector pin towers. I presume that this is an attempt to reduce or eliminate sink marks and other imperfections. They have been successful judging by the flawless exterior surfaces and the absence of any other ejector artifacts on the interior of the main parts.

Cockpit detail is very good, with the plastic seat, "bottomless" floor and side frames as separate parts.

Detail here is further enhanced with photo-etched parts, including harness straps.

The instrument panel is a plastic part with two layered decals - one in white and one in colour - supplied for the dials.

Parts breakdown is conventional. The fuselage is broken down into left and right halves with the fin supplied as a separate part, while the gull wing comprises full span upper and lower parts. All control surfaces are moulded in neutral positions.

Construction and alignment will be helped by the presence of locating tabs and pins.

Some of the sprue attachment points extend onto the visible surfaces of the kit parts so careful clean-up is recommended.

The engine is made up from only five pieces including the spinner, but detail still looks good. The engine cowlings supplied as top and bottom halves with a separate forward cowl that has collector ring detail moulded in place. Very nice.

The small windscreen is thin and clear.

The self-adhesive, die-cut sheet provides masking for the main wheels and the windscreen.

Marking Options

Markings are supplied on a printed decal sheet by Techmod. It is glossy in finish and registration is perfect on my sample.

Silver printed numbers and markings are particularly impressive. They look genuinely metallic.

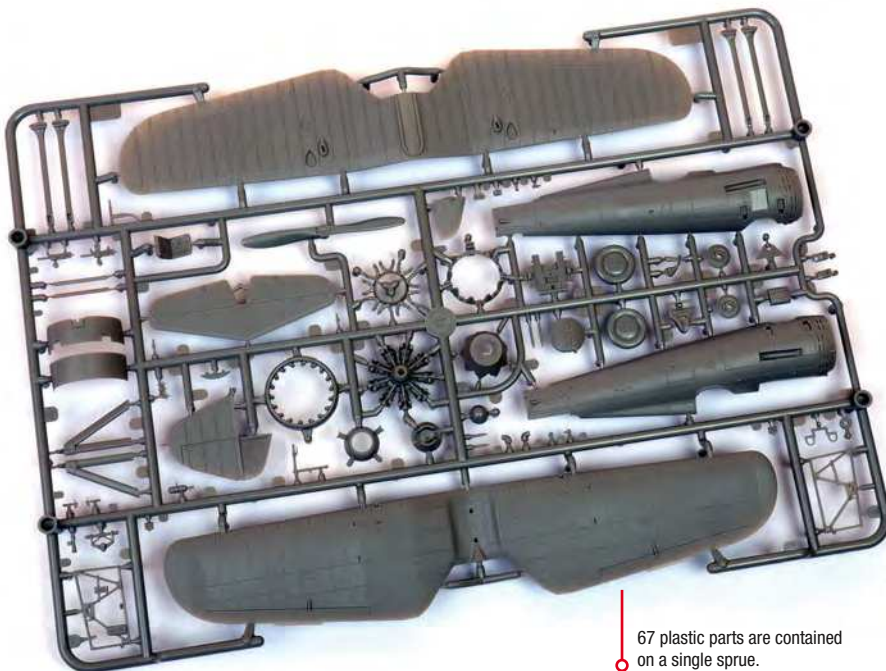
The first two options are Polish PZLs finished in Light Khaki upper surfaces and Light Blue Grey on the lower sections of the wings and tail planes.

The third Polish PZL has an interesting disruptive splinter pattern of Light Khaki and Light Green on the upper surfaces.

The final option is depicted in Romanian service in 1942-43 with upper surfaces probably in RAF Dark Earth and Dark Green, and Sky Blue below. In addition to the colourful national markings, this aircraft also sports yellow lower wingtips, fuselage band and engine cowlings.



Markings are supplied for four aircraft plus a bonus subject.



67 plastic parts are contained on a single sprue.



Fine surface textures.



Plenty of structural detail on the inside of the fuselage halves.



The wings are full span upper and lower halves.



The fine corrugated effect is very impressive.



The tiny but perfectly formed windscreen.

Preparation

Preparation is the key to this model.

There are some large sprue attachments, especially on the leading and trailing edges of the wings and in four locations on the cowl ring. You'll need to take plenty of time and care removing these.

I didn't pay enough attention to the risks of these large attachments and gouged a couple of chunks out of the trailing edges of the wings and the rear mating surface of the front cowl ring.

I rebuilt the trailing edges with Milliput two-part epoxy putty and repaired the cowl ring with a home-made filler mix of super glue and talcum powder. When mixed in the right proportions, this super-talcum filler is smooth and as easy to sand as polystyrene plastic.

However, I would suggest that you should do as I say, and not as I do - and I say, be very careful when dealing with the sprue attachments! Next time I will use a razor saw for the main cuts and then I'll nibble away the remaining waste plastic with a new hobby blade before finishing with a sanding stick.

Construction

I built my PZL P.11c almost straight from the box, including the decals.

The only exceptions were the following:

- E-Z Line was used for the aerial wires,
- Fine brass rod was employed for the main undercarriage braces
- The photo-etched parts for the cockpit hand holds and gunsight bead were replaced with more durable copper wire.

Most of my time and effort was spent working on the comprehensively detailed cockpit. There are a number of small and fiddly bits, including photo-etched parts, and the detail is supplied on both the inside and outside of the cockpit side frames. I managed to install the photo-etched parts to Part 5 upside-down, so I had to pull this sub-assembly apart and rebuild it before it was added to the cockpit floor.

The cockpit is mostly silver. I used Tamiya AS-12 Bare Metal Silver straight from the spray can for this colour.

I usually weather my cockpits with a mix of water, Future floor polish and a few drops of dark paint followed by a flat coat, but I did not want to dull down the shiny silver. I therefore used a wash of oil paint thinned with lighter fluid. I thought that the wash would be flat in finish when it was dry (it was) and that it would look at least as good as my Future wash (it didn't).

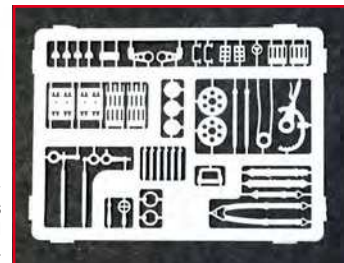
Despite my dissatisfaction with the dark wash, I ploughed on.

I followed the kit instructions to the letter, assembling the cockpit tub then test-fitting it between the fuselage halves. This proved to be a bit of a tight squeeze so I popped off the port side cockpit sidewall and glued it directly to the inside of the port fuselage half.

The instrument panel was glued in place at this time. I was a bit dubious about the decal dials for the small instrument panel but in the end I thought it looked great. The panel was glued to the starboard fuselage half, aft of the raised angled locating strip. Check the photos in the article to confirm exactly where it is meant to go. ►



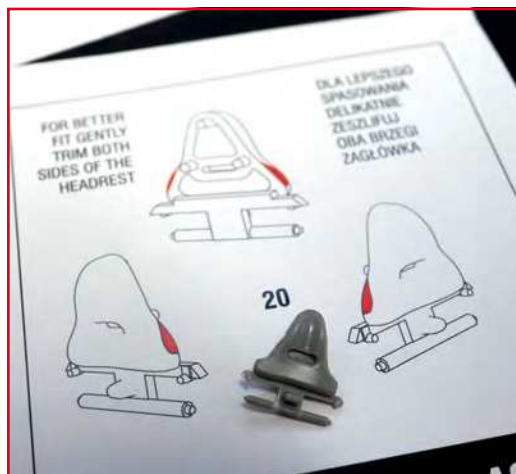
Initial cockpit parts laid out.



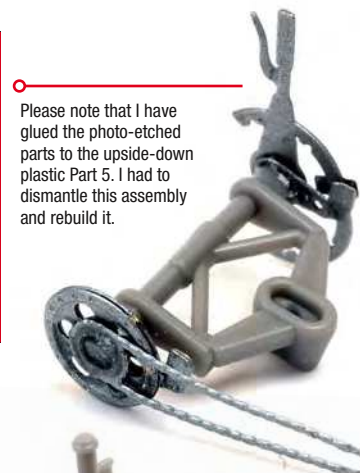
The brass photo-etched fret was primed and sprayed silver.



Photo-etched parts enhance the very nice plastic cockpit.



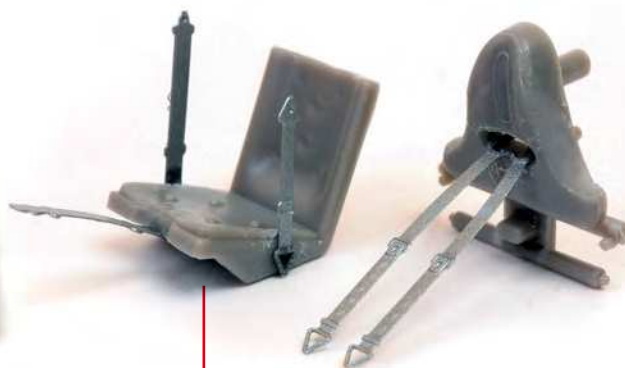
The headrest needs trimming so that it will fit between the fuselage halves.



The cockpit floor sub-assembly.



Plastic sidewalls viewed from the outside.



The seat and headrest with harness straps glued in their initial position.

KIT BUILD

◀ The balance of the cockpit was then glued to the starboard fuselage half and the fuselage halves were brought together. With both the cockpit sidewalls glued in place, I could manipulate the cockpit floor through the opening in the front of the fuselage with a long set of tweezers to achieve perfect alignment of all the cockpit elements.

I was concerned about the machine gun cooling jackets but they were easy to roll into shape around a piece of brass rod. They were then glued to the plastic machine guns.

The engine parts were painted individually then glued together. The cylinders look great – it is just a pity that they are almost completely hidden when the engine assembly is complete.

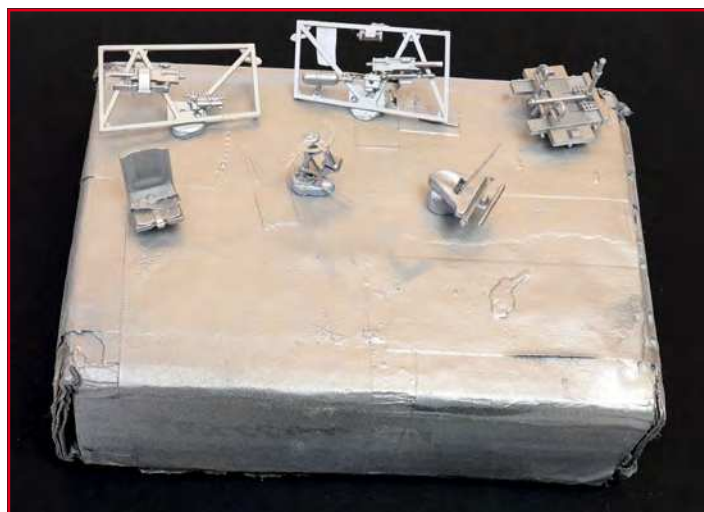
The main landing gear legs feature solid fit but you'll need to adjust the splay by eye as there is a fair bit of play.

Building the balance of the kit was a fast and pleasant. Fit is exceptional and alignment of the gull wing and the main wing struts was perfect. ▶

Photo-etched detail parts fitted to the fuselage interior.



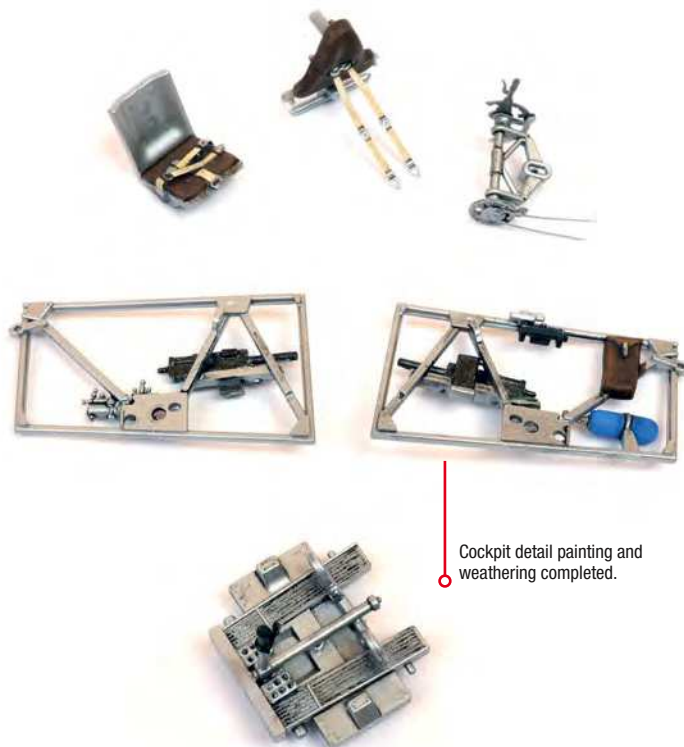
Cockpit sub-assemblies ready for paint.



The sub-assemblies are mounted to a small box to make handline easier.



The fuselage interior was painted silver too. The fuselage mating surfaces have been masked off because Tamiya's silver lacquer paint can prevent cement from bonding plastic properly.



Cockpit detail painting and weathering completed.

Sidewalls, floor, seat and headrest have been glued together here.

Test fitted against the starboard fuselage sidewall.

37



36



The instrument panel is made up from a plastic part and two decal sheets.

Despite my initial scepticism, I think the end result looks great.



I popped off the port side cockpit sidewall and glued it directly to the inside of the port fuselage half.

Note the location of the instrument panel, which may be judged from the location of the gun sight.

With both the cockpit sidewalls glued in place, I could manipulate the cockpit floor through the opening in the front of the fuselage

KIT BUILD



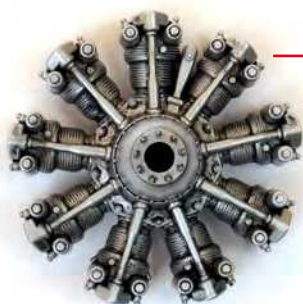
Note the huge sprue attachment points at four places on the front cowl ring.



Extreme care is required when removing these sprue attachments.



Engine and cowling components.



Engine detail looks even better after a dark oil wash.

The engine is made up from several layers.



The front engine cover before being glued into place.



Exhaust manifolds fit perfectly to the rear of the engine.

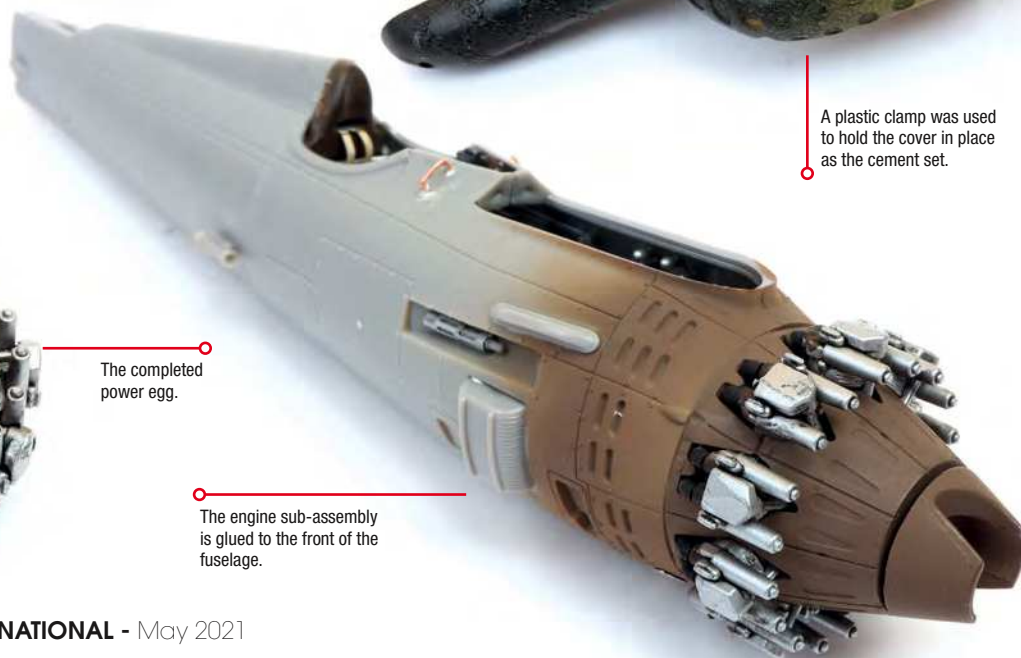


A plastic clamp was used to hold the cover in place as the cement set.



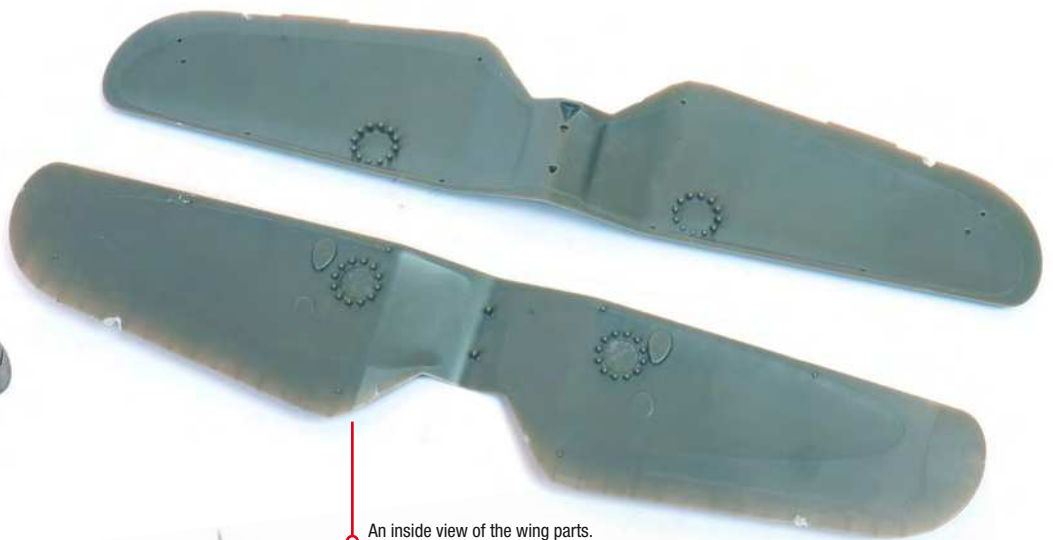
The completed power egg.

The engine sub-assembly is glued to the front of the fuselage.

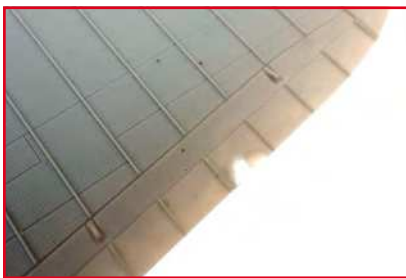




Tail surface parts.



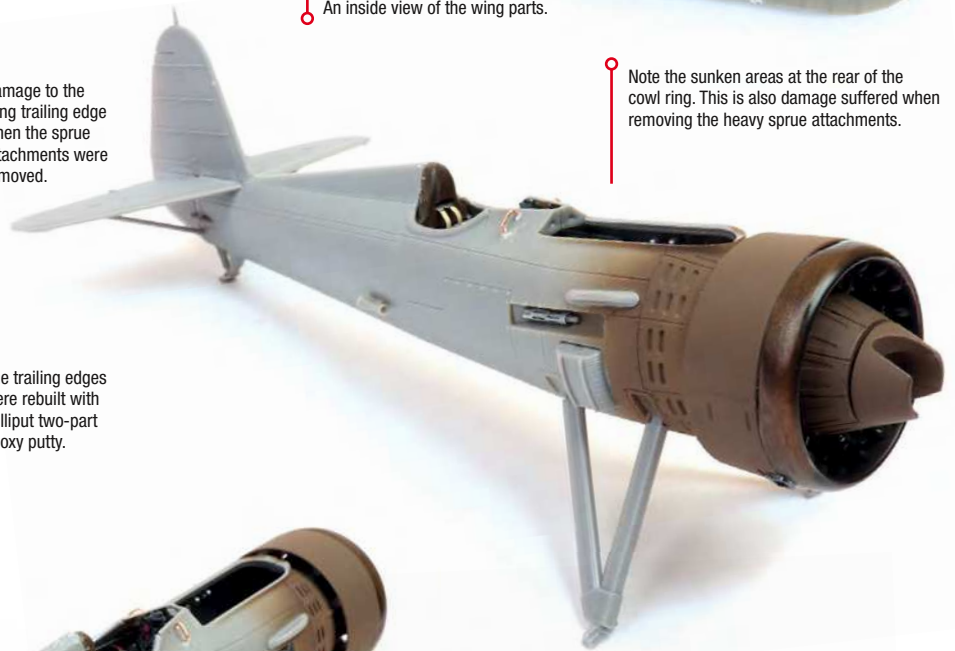
An inside view of the wing parts.



Damage to the wing trailing edge when the sprue attachments were removed.



The trailing edges were rebuilt with Milliput two-part epoxy putty.



Note the sunken areas at the rear of the cowl ring. This is also damage suffered when removing the heavy sprue attachments.



Tail surface fit was very good.



The cowl ring was repaired with a home-made filler mix of super glue and talcum powder. When mixed in the right proportions, this super-talcum filler is as smooth and as easy to sand as polystyrene plastic.



The main landing gear legs feature solid fit but you'll need to adjust the splay by eye as there is a fair bit of play.



The wing test fitted to the fuselage to check the alignment of the undercarriage.

KIT BUILD



The engine, forward fuselage and cockpit were masked off prior to painting.

I extended the tail plane struts slightly using plastic rod.

Lower surfaces were sprayed with Tamiya Grey Primer, which looked like a fair match to Polish Light Blue-Grey to me.

The base upper surface colour was a mix of Tamiya XF-52 Flat Earth and around 15% XF-60 Dark Yellow.

More XF-60 Dark Yellow was added to the mix for random mottling and streaks on the fuselage and upper wings.

The idea is to break up the single camouflage colour.

◀ Painting and Markings

The exemplary fit of this model makes painting fast and easy.

The model may be painted in its sub-assemblies and then brought together at the very end.

The lower surface Polish Light Blue-Grey is only applied to the lower wing and the bottom of the horizontal stabilisers and elevators.

These areas were simply sprayed with Tamiya Grey Primer, which looked like a fair match to the Polish lower surface colour to me.

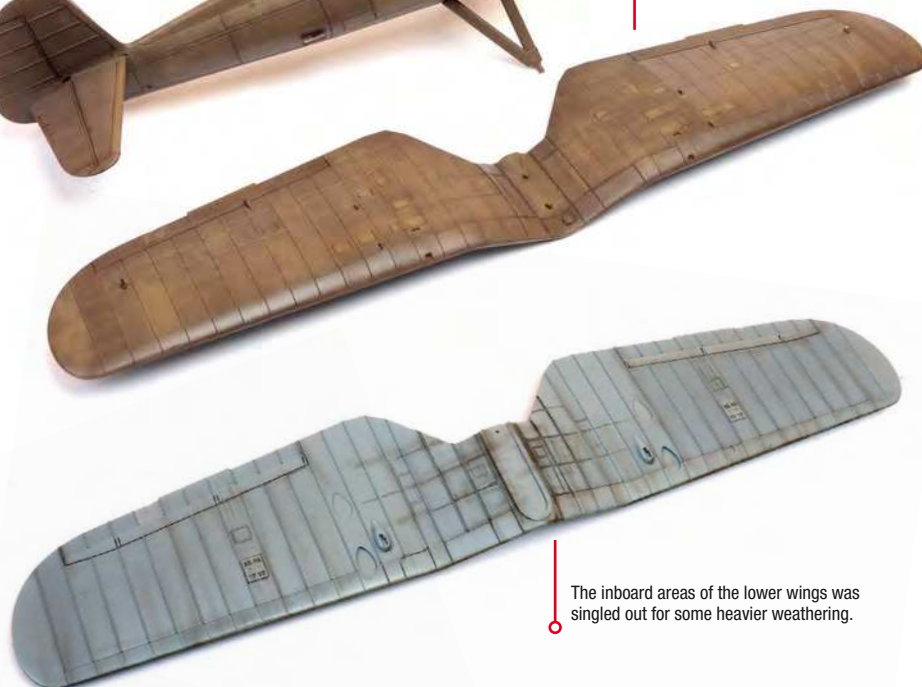
The lower stabs, the cockpit, engine and upper fuselage opening were all masked over and a mix of Tamiya XF-52 Flat Earth and around 15% XF-60 Dark Yellow was sprayed on the fuselage. The same mix was then used as the base upper surface colour of the wing tops.

With the brown mix still in the paint cup, I added more XF-60 Dark Yellow and sprayed random mottling and streaks on the fuselage and upper wings. The pale brown mix was also sprayed onto various hatches and panels. This was followed by a thin mix of Tamiya XF-1 Flat Black and XF-64 Red Brown sprayed over control surface hinge lines and some of the main structural features.

The basic paint job was sealed with a few coats of Future Floor Polish. Tamiya flat paints tend to soak up the first coat or two of Future, so don't be concerned if you have to apply three or four coats before you get a nice glossy finish. ▶



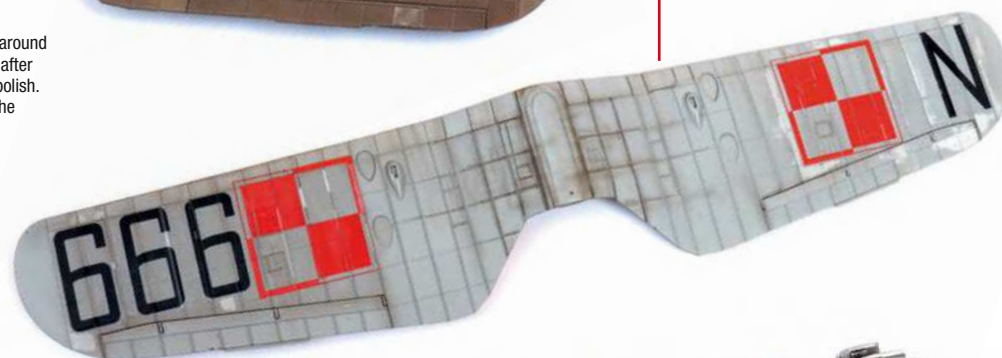
I wanted to avoid an architectural grid pattern with dark lines simply following the wing panels, so I was sparing with Tamiya's Panel Line Accent Colour (Dark Brown).



The inboard areas of the lower wings was singled out for some heavier weathering.



Don't panic about the white staining around the decals. This happens sometimes after Solvaset has dried over Future floor polish. Another sprayed coat of Future and the stains will magically disappear.



First pass for the lower wing decals. Stains and silvering will be dealt with.



The fuselage also suffered with the white stains.

◀ I wanted to avoid an architectural grid pattern with dark lines simply following the wing panels, so I was sparing with Tamiya's Panel Line Accent Colour (Dark Brown), applying it only to the fuselage panel lines, control surface hinge lines and the inboard areas of the lower wings.

Decals and Finishing

Kit decals were now applied. They are very thin, totally opaque and on the fuselage and upper wings they performed well under a brushed coat of Solvaset.

I was worried about how the big decals would cope with the fine corrugations and raised structural features of the lower wing surfaces. On the first pass there was a fair bit of silvering. I used a pin to burst the small bubbles and a sharp hobby blade to slice along some of the corrugations. After a few round of this I achieved an acceptable result. Inevitably, there was a bit of damage to the decals so I touched them up with some white and red paint.

The smaller sub-assemblies were now painted and two coats of Winsor & Newton Galeria Acrylic Mediums Matt Varnish applied.

A 50/50 mix of Tamiya acrylic X-10 Gun Metal and X-34 Metal Brown was sprayed on the front cowl ring.

Final assembly was fast and easy. The wing mounted robustly to the fuselage and the wing struts fitted perfectly. The engine cowlings fitted equally well.

ARMA Hobby supplies self-adhesive die-cut masks for the tiny windscreen and the wheels – thanks!

Sub-assemblies painted, flat coated and ready for final assembly.

The upper wing.

Say goodbye to the remaining engine detail. It's about to disappear under the cowlings.

Conclusion

Arma Hobby has already established itself as a high quality model company and their debut 1:48 scale injection moulded plastic offering can only enhance that reputation.

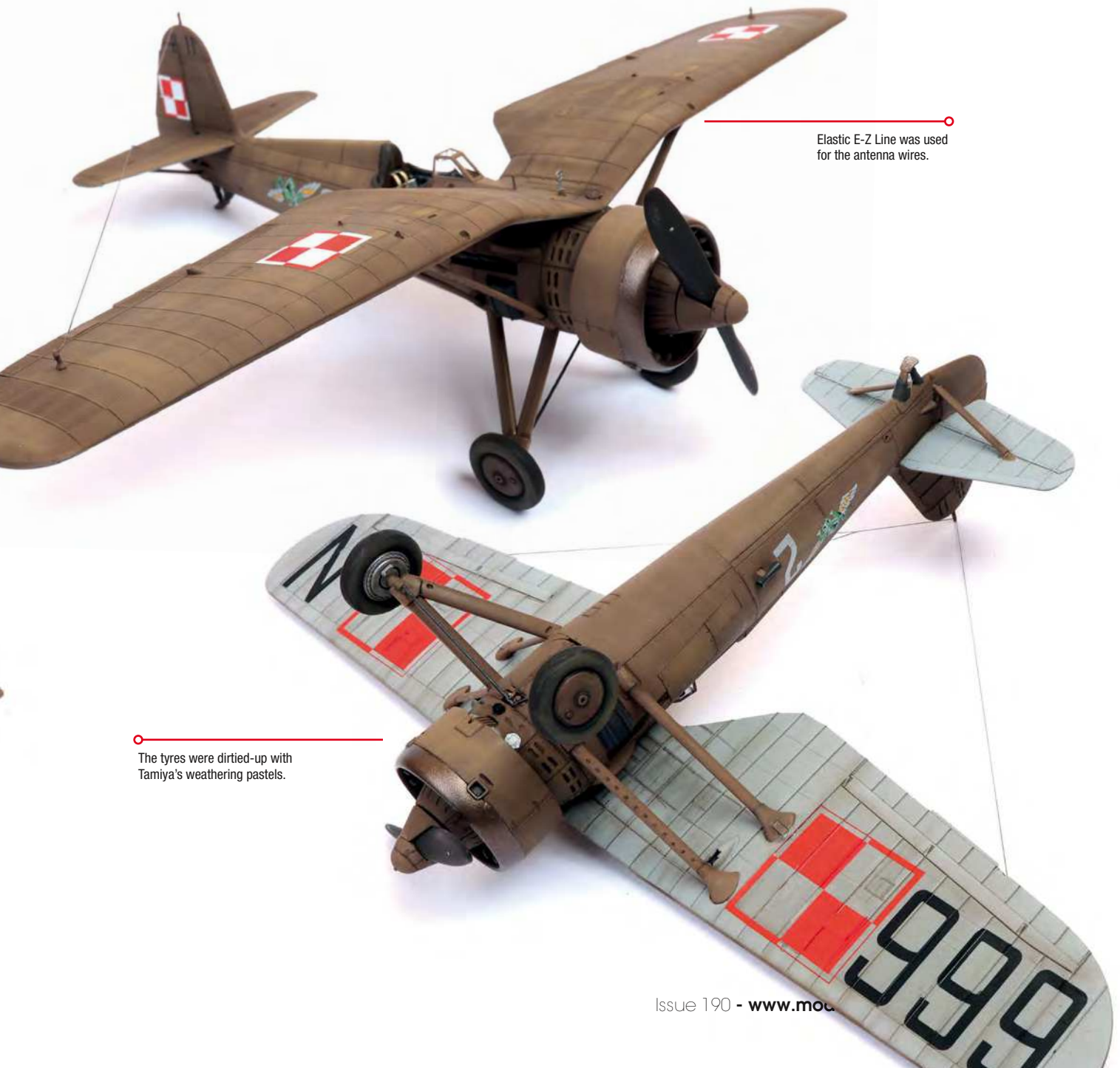
Arma's 1:48 scale PZL P.11c is very well detailed, features world-class surface textures, simple parts breakdown and excellent decals.

Assembly doesn't hold any hazards to the moderately experienced modeller and fit is generally excellent.

I am impressed by ARMA Hobby's debut 1:48 scale injection-moulded plastic kit. They have a family of quarter inch scale Hurricanes coming soon and I look forward to hearing news of what will follow those! ■

"Preparation is the key to this model."

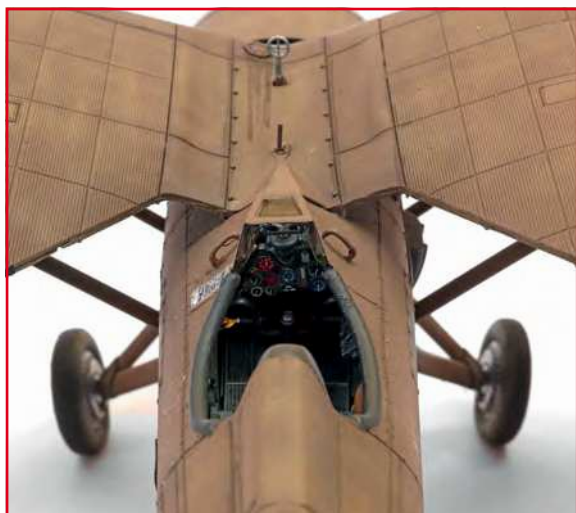
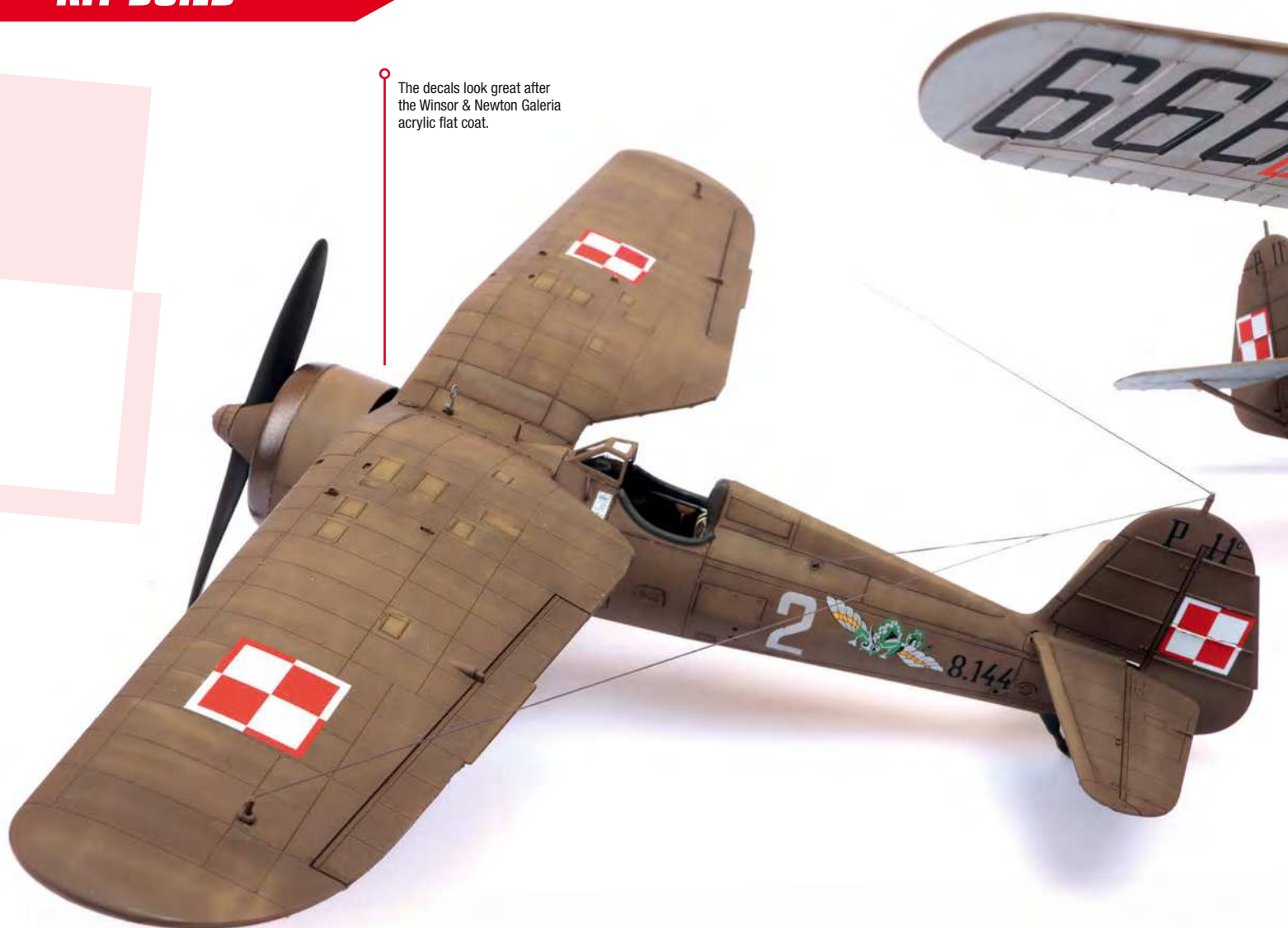
The small photo-etched ring sight was added late in assembly to avoid accidental damage.



Elastic E-Z Line was used for the antenna wires.

The tyres were dirtied-up with Tamiya's weathering pastels.

The decals look great after the Winsor & Newton Galeria acrylic flat coat.



Cockpit grab handles and the bead section of the gun sight were replaced with fine copper wire.



Undercarriage leg braces were cut from brass wire.



PZL in profile.



ARMA Hobby's PZL P.11c is an impressive 1:48 scale debut.

KIT BUILD

BUILT AND WRITTEN BY JASON BREWER



VIVA GIOIOS VELTRO

Jason Brewer tackles Hasegawa's 1:48 scale Macchi C.205V Veltro.

Italian aircraft from WWII are usually a little too "oddball" for me, but the Macchi C.205V is a serious exception. A perfect combination of sleek Italian lines and a more muscular look from the later style oil coolers, wing cannons, and the ANR paint scheme. This one has sat in my closet for many years and I finally got the urge to pull it out and build it.

It doesn't hurt that there have been a few recent aftermarket upgrades for this 1994 kit. Quickboost has redone their intake, exhaust, and oil coolers which really step up the detail and fidelity of these key components, and

Yahu has released a beautiful instrument panel for this Hasegawa classic.

For the cockpit I went with the set from True Details. I also have the Jaguar detail set in the stash, but I wanted quick and easy this time around and the True Details set is a drop-fit upgrade. The design of the TD set is clearly the kit parts with extra details added, so after removing the casting blocks everything just fits right in place with all of the kit locator tabs. Painted up and washed it's a huge improvement over the kit offering, and the Yahu instrument panel is phenomenal. ►



The True Details cockpit is a nice upgrade over the kit parts and everything is drop fit.

SKILL LEVEL:

Beginner

SPECIFICATION:

Hasegawa 1:48 Macchi C.205V Veltro

Kit No: 09133

Materials: IM Plastic

YOU WILL NEED:

Tamiya Extra Thin Cement

Tamiya Masking Tape

Sprue Cutters

Tweezers

Cyanoacrylate Glue

Gunze MrSurfacer 500

AK Interactive Grey Putty

Future floor polish

AMMO Ultra Glue

PAINT USED:

AK Real Colors

Tamiya Color Acrylics

Vallejo Model Color

AMMO of Mig Jimenez PLW

AK-Interactive Matte Varnish

AIRBRUSH USED:

Iwata HP-B Plus

ACCESSORIES USED:

True Details cockpit

Yahu instrument panel

Quickboost intake

Quickboost exhaust

Quickboost oil coolers

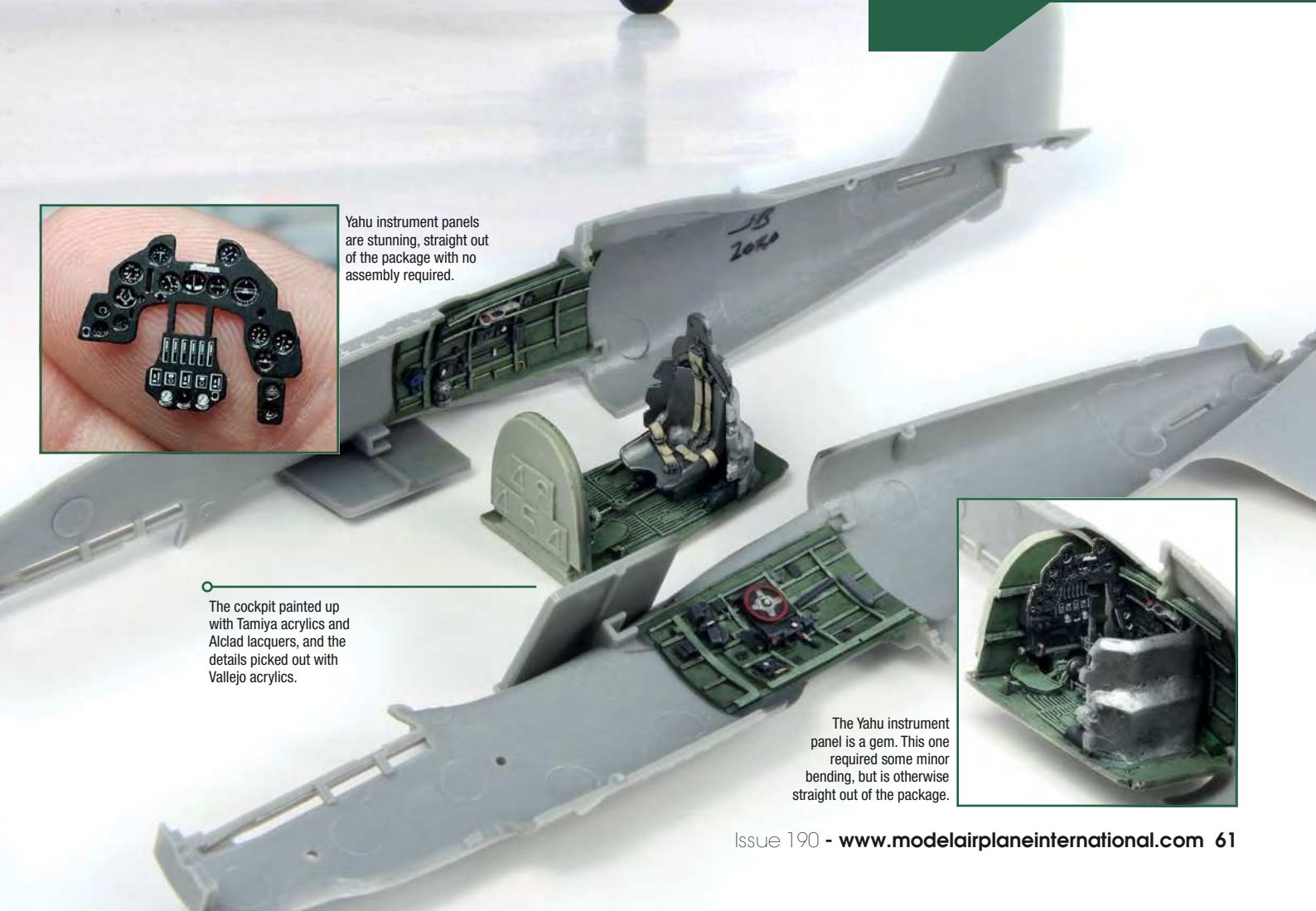
Ultracast wheels

Sky Decals



Yahu instrument panels are stunning, straight out of the package with no assembly required.

The cockpit painted up with Tamiya acrylics and Alclad lacquers, and the details picked out with Vallejo acrylics.



The Yahu instrument panel is a gem. This one required some minor bending, but is otherwise straight out of the package.





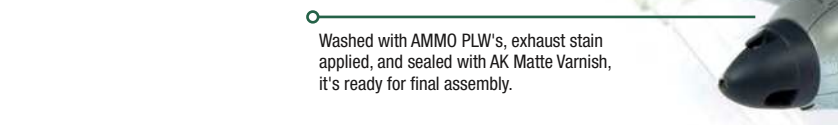
Airframe assembled with Quickboost additions and wing root strengthening plates in place, fully riveted and ready for paint.



Base colors painted using AK Real Colors, the RLM 74/75/76 combo looks great on the Macchi.



Glossed and decaled, Red 23 is starting to come together.



Washed with AMMO PLW's, exhaust stain applied, and sealed with AK Matte Varnish, it's ready for final assembly.



After riveting the airframe, the kit went together with no fuss. The Quickboost bits were attached and the wing root strengthening plates were added from strip styrene. I drilled out the wing cannons completely and replaced the barrels with tubing from Albion Alloys. The only deviation from my standard procedure was the attachment of the wing cannons and antenna mast before paint. I usually save these for the end, but they required a small amount of filler so on they went before a coat of primer.

AK Real Colors have become my paint of choice and their range of RLM colors is fantastic. RLM 76 undersides with 75 mottle on the fuselage and 74/75 camo on the wings. I used the Sky Decals sheet for this plane, printed by Cartograf, and they performed nicely as expected. The model was washed with various shades of AMMO PLW and the exhaust stain was airbrushed with very thin Tamiya acrylics. The final finish was a coat of AK's excellent Matte Varnish. Ultracast's resin wheels perk up the undercarriage.

Hasegawa's Macchi 205 is over 25 years old now, but still builds up nicely and with a few aftermarket additions and a bit of extra work it's a real stunner. Now... Do I pull out that Fiat G.55 that's been staring at me for years? We'll see what 2021 has in store! ■





“AK Real Colors have become my paint of choice and their range of RLM colors is fantastic.”

EBUYERSGUIDEBUYERSG

KIT KRAZY MODEL SHOP

Tel: 020 8298 7177

303 The Broadway, Bexleyheath, Kent DA6 8DT

**NEW AND PRE-OWNED KITS, COLLECTIONS BOUGHT AND SOLD.
OVER 20 MAJOR BRANDS OF ARMOUR KITS IN PLASTIC AND RESIN,
BOTH CURRENT AND OOP - TOP S.A.E FOR OUR LIST**

Opening hours: 9-30am-5.30pm (Open Tuesday, Thursday & Saturday)
You can also find us at most major model and airshows throughout the year

www.kitkrazy.com

Up to 20% Discount on mail order

HANNANTS MODEL SHOP

Tel: 0208 205 6697 Fax: 01502 500521

Unit 2, Hurricane Trading Estate, Grahame Park Way, Colindale, NW9 5QW

OPEN 10.00AM - 5.30PM, THURS & FRI OPEN UNTIL 7.00PM

NO1 IN EUROPE FOR PLASTIC KITS AND ACCESSORIES
INCLUDING THE FULL RANGE OF TAMIYA (NOT RC)

email: sales@hannants.co.uk

www.hannants.co.uk

1/2 MILE FROM
RAF MUSEUM

MASTERCARD/VISA/SWITCH

MODELLINGTOOLS.CO.UK

info@modellingtools.co.uk 01234 711980

Online

On the Phone

At model shows



AVID READER

Tel: 01299 823 330 Fax: 01299 829 970

Unit 10, Hodfar Road, Sandy lane Ind Estate, Stourport On Severn, Worcestershire, DY13 9QB

**MILITARY, AVIATION, NAVAL, MODELLING,
RAILWAYS, CAR & MOTORCYCLE BOOKS**

9.30 - 4.30 MONDAY TO FRIDAY BY APPOINTMENT ONLY

WWW.BOOKWORLDWS.CO.UK

INFO@BOOKWORLDWS.CO.UK VISA/MASTERCARD/MAESTRO

AVIATION & MILITARY BOOK CENTRE

Tel: 0845 260 4413

PO Box 10159 COALVILLE. LEICS LE67 1WB

AVIATION AND MILITARY BOOKS AND MAGAZINES

PHONE LINES OPEN 10AM-6PM MON-FRI, 10AM-1PM SAT-SUN
PHONE, WRITE OR VISIT US ONLINE.

sales@aviationbookcentre.com

www.aviationbookcentre.com

MASTERCARD/VISA/SWITCH/PAYPAL/CHEQUES/CASH/POSTAL ORDERS

ADVERTISE HERE!

**THIS SPACE COULD
BE WORKING FOR YOU.**

**FOR INFORMATION,
CALL RICHARD ON - +44 1525 222573
RICHARD@DOOLITTLEMEDIA.COM**

WEBDIRECTORYWEBDIRECTORY



www.tamiya.com

www.creativemodels.co.uk



www.hobbyco.net

YOUR WEBSITE HERE!

call Richard on - +44 1525 222573
richard@doolittlemedia.com

missing-lynx.com



www.hyperscale.com

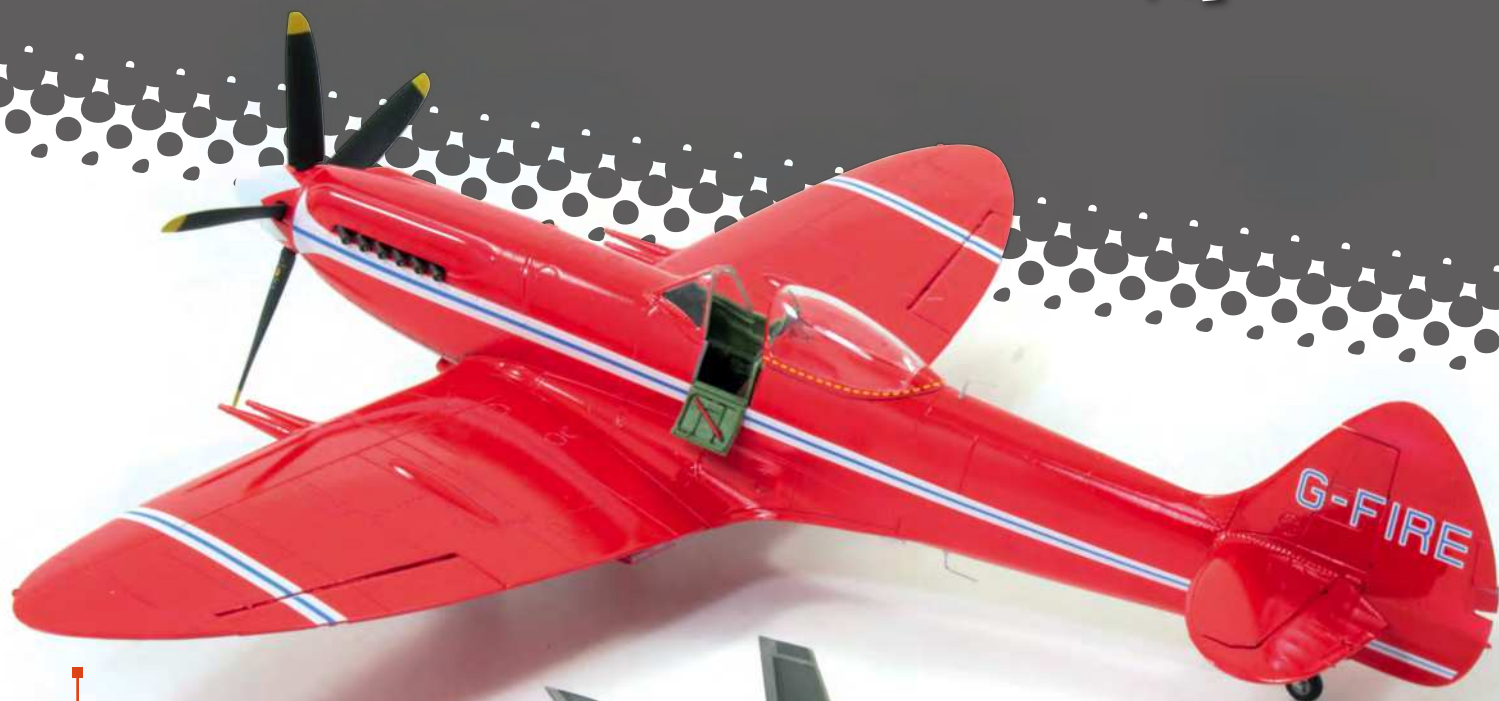
ADVERTISE HERE!

**THIS SPACE COULD BE WORKING FOR YOU.
FOR INFORMATION, CALL RICHARD ON - +44 1525 222573
RICHARD@DOOLITTLEMEDIA.COM**

NEXT ISSUE

SO WHAT'S PLANNED FOR THE NEXT ISSUE?

Subscribe Today
SEE PAGE
40
Subscribe Today



CIVILIAN SPITFIRE

Airfix 1:48 Supermarine Spitfire Mk.XIV Civilian
Schemes by Mike Williams.



FLYING TESTBED

Brett Green converts Eduard's 1:32 scale
Messerschmitt Bf 109 E-1 with Attitude Aviation
AS's Spanish Flying Testbed conversion.



THE FIGHTER OF THE FUTURE

Aurelio Reale builds Italeri's 1:72 scale
F-35A Lightning II



ROADSIDE RELIC

NO.1 - B-26C INVADER

Some of you will know that although Doolittle Media is based in the UK, I live and work in Sydney. As I was filling my car at the petrol station recently, I glanced across the road to Bankstown Airport and saw a B-26 Invader, partially disassembled and parked on the grass.

This is probably the ex-Air Spray B-26C Invader, Serial No. 43-22653, which had been on display at the now-closed Australian Aviation Museum on the other side of Bankstown Airport.

We'll have another interesting roadside relic next time! ■



KIT BUILD

Italeri 1:32 Tornado - Kit no. 2513



Whip up a Storm

Italeri have created an 100% all new moulds 1:32 kit of the Tornado GR.4

When this kit was first announced several years ago, there was a palpable sense of excitement from the modelling world that finally, we would see a new 1/32 Tornado. Now that it has arrived, we can say that the kit produced what must now be seen as the best replica of this aircraft, in any scale, currently available. In terms of accuracy, detail and the features included within the box, there isn't really anything to compare. As far as a project goes, this one can be thoroughly enjoyed, the resulting model being one that you will look forward to showing off.

Italeri's 1:32 Tornado GR.4 follows their Mirage III and F-104 kits into their large-scale aircraft kit range. As before, the kit overs a large number of parts, plenty of detail, photo-etched embellishments and a large decal sheet that covers

in this case, four different aircraft, two of which are conflict veterans.

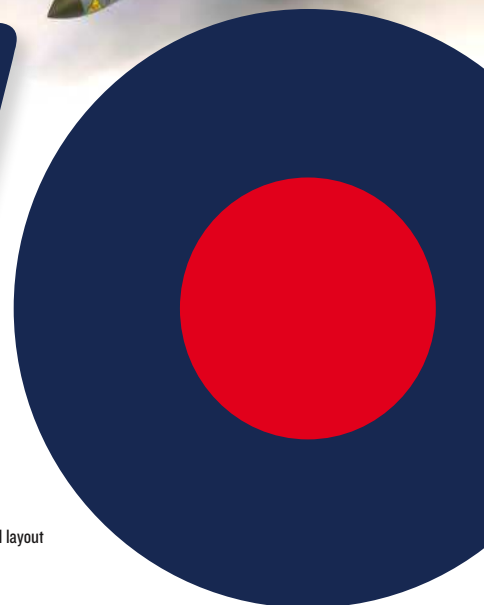
The kit arrives in a very large box and this points to what will be a complex and time-consuming build for the hobbyist looking to create a highly-detailed replica of this famous attack aircraft. Moulded in pale grey plastic, the parts are all very cleanly produced with no flash to speak of, draft angles that allow sharply-defined detail and a breakdown that appears at first sight to be carefully thought-out and sensibly presented through the large instruction booklet.

The decal sheet is superb, offering four choices. As with almost every Italeri kit, the options are well-thought-out and the decals and the instructions that go with them, seemingly accurate, well drawn and beautifully printed.

Overall then, a fine kit and one that Italeri should be rightly proud of. ■

Spencer Pollard

- Finely detailed photo etch parts
- Removable RB.199 Engine
- Special support trolley for engine
- Retracted or extended flaps and slats
- Movable ailerons
- Positionable radome
- Intricate and correct Instrument panel layout
- Fully detailed radar
- Detailed ejection seats
- Wheels with Rubber tyres
- Movable geometry wings and wing pylons
- Rubber cover for wing fuselage entry point
- Access ladder and mini platform for pilots is included
- Colour instruction sheet
- Super Decals sheet with 4 RAF versions
- Decal options are colour printed in a separate booklet



LOCKHEED® P-38® H LIGHTNING®



**1/48
SCALE**

Lightning Strikes Again!

Limited Edition 1/48 Scale Kit **Lockheed® P-38® H Lightning®** (Item 25199)

The twin engine P-38 Lightning offered an imposing blend of speed, range and firepower, and would be developed through a number of variants to meet emerging threats. The P-38H first appeared in the skies from the middle of 1943, and availed itself of more powerful engines and tweaked landing gear struts among various updates. It was mainly deployed in the Pacific. Now, the P-38H makes an appearance in detailed Tamiya 1/48 scale, with new parts included to capture its specific updates, and an ergonomic design that keeps the build from getting overly complex, without sacrificing detail. Also in the box are decals to recreate a famed marking scheme, making this a limited edition kit that you will not want to miss!

★Integrated landing gear bay and spar components ensure correct dihedral. ★A detailed cockpit includes depictions of the control wheel, plus dedicated P-38H instrumentation. ★Metallic effect decals for landing gear struts give a realistic finish. ★Comes with one marking scheme and weights to ensure stability on display.



- ① Muzzle brake-less 20mm cannon.
- ② 12.7mm machine gun with blast tube.



Enlarged turbocharger intakes are faithfully recreated.



Updated landing gear designs are captured. Bay interiors are depicted without air filters.



Choose an open or closed center canopy. The rear is without reinforcing frame. A pilot figure is included.



Realistic turbochargers feature the cooling pipe added on the ground by many units in the Pacific.

The White 162 aircraft's distinctive nose art is recreated by decals.

Color painting guide included!



"White 162", 432nd Fighter Squadron, 475th Fighter Group

**LOCKHEED®
P-38® H LIGHTNING®**

Fuselage length: 240mm
Wingspan: 330mm



The kit comes in a white box with label.



P-38® F/G
(Item 61120)
1/48 Aircraft Series
Lockheed® P-38® F/G Lightning®

LOCKHEED MARTIN

P-38 Lightning®
LOCKHEED MARTIN®, P-38 Lightning®, associated emblems and logos, and body designs of vehicles are either registered trademarks or trademarks of Lockheed Martin Corporation in the USA and/or other jurisdictions, used under license by Tamiya.

